

# The WONDROUS WEST





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# The Wondrous West



The Fruitless  
Search for the  
North-West  
Passage



The sixteenth century closed with that western waterway to the Indies, which all men sought who went "down to the sea" in the quaintly rigged, queerly built ships of the period, undiscovered; and the earlier days of the seventeenth century found the ardour of search unabated, and the goal the same. English Kings and Queens choos-

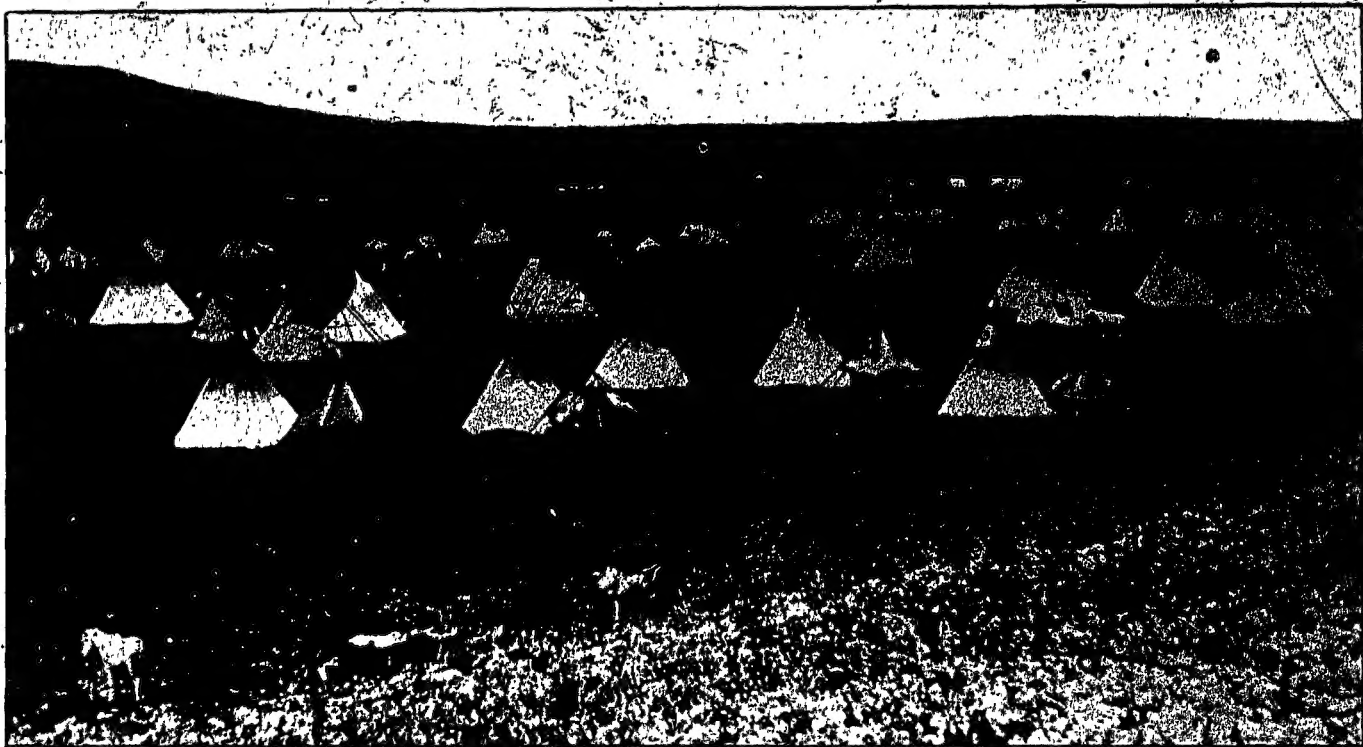
ing more northern routes than had the monarch of Spain and France, failed as they had; Henry the Eighth sent the Venetian Cabot, who found Labrador barring the way; Elizabeth sent Frobisher, who, turning its northern flank, found only the iceblocked strait that bears his name.

Davis and Weymouth followed; but it was left for the gallant Hudson to discover and sail into a strait, appar-

ently upon a direct route to the west, which opened into a wide sea. When he found his westward course unchecked by barrier of land or ice, that daring mariner must have thought the secret of two centuries unlocked, and fancied that, through fog and mist, he scented the spice-laden breezes of Cathay. In 1610, as now, mariners were not easily daunted by wreck and ruined hopes; and Hudson's tragic fate in the great sea he had discovered did not deter further search, for in the years that followed the frightened Esquimaux, fleeing in his kayak to relate to the old men of his band the strange apparition which glinted white through the sea mist, and was not the sheen of burg or floe, had but seen the sails of other adventurers who still sought what men had been seeking for three generations in vain.

The Dis-  
coverer of  
Hudson's Bay

8.8 22/26



AN INDIAN CAMP

After Money.  
Well as  
time

But it was more than the mere passion for discovery that prompted the repeated sending of these fruitless expeditions, and when, after Baffin, Bylot, Button, Hawkbridge, James and Fox had all failed, Captain Zachariah Gillam sailed into the bay 225 years ago, we may well suppose that the English merchants who sent him had in view, as well as the North West Passage, those rich furs which, brought back by other voyageurs, had begun to grace the shoulders of the beauties of London and the Louvre; for, after wintering and trading in a rough stone fort on the Bay, he returned to England with reports which gained for his patrons the aid of many gallant but needy cavaliers in obtaining from "Charles the Second, by the Grace of God, King of England, Scotland, France and Ireland" in the year 1670, a charter "of our ample and abundant grace" to "our dear entirely beloved cousin, Prince Rupert, etc., etc.," of what was equal in extent to several European kingdoms, with powers which no potentate in Europe would dare to exercise to-day.

Company of  
Gentlemen  
Venturers

al French  
rters

While the English monarch was thus disposing of empires to his favored cousin and courtiers, Richelieu was equally active in France, and parchment powers, signed "Henri" or "Charles" were given with that easy and reckless indifference to the rights of others peculiar to the time, leaving the overlapping boundaries of these vague grants to be rectified and adjusted with the powder

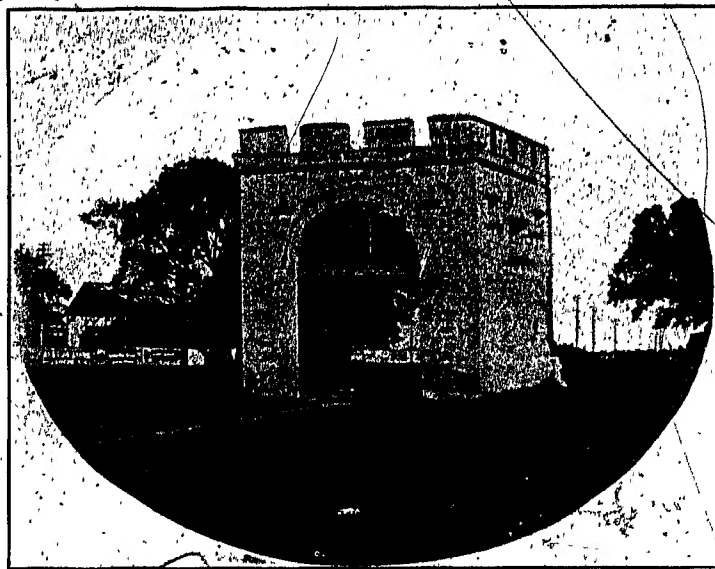
and steel of the grantees, and the tomahawk and knife of their Indian allies. England assumed ownership by right of maritime discovery; France by those land and canoe explorations, which have left her language everywhere in the West, in the names of river and lake, cape, promontory and island. The "English Company of Adventurers trading into Hudson's Bay" occupied the mouths of all the rivers with palisaded forts or factories, and fished, hunted and traded from them. Once a year these forts were visited by the ship, which brought supplies for the Company's servants, and goods for trading with the Indians, departing in the Summer laden to the hatches with valuable peltries. The storms incident to the hazardous passage of the Atlantic were not the only dangers these hardy seadogs had to face. As Drake had watched and preyed upon the Spanish galleons during the reign of Elizabeth, so did the French rover, D'Iberville, capture many a richly laden vessel homeward bound from Fort York or Fort Churchill. Nor did the doing of the French, in disputing this vast northern territory, end with the seizing of the Company's vessels. Their forts were attacked and often destroyed by the voyageurs of New France. Surprises and reprisals continued, till Blenheim, Ramilies and Malplaquet had decided quarrels of more moment, and the Treaty of Utrecht, in 1713, left the English in peaceable possession of their "forts, factories and plantations" on Hudson's Bay.

The H. B.  
Trading Forts

French  
Buccaneer

Peace Follows  
a Century  
of War

The genesis of the North West is to be found in the history of the Great Company which, till it surrendered its rights to the Crown, thirty years ago, was the controlling



FORT GARRY GATE.

and governing force over a territory as large as Europe. The Company extended its posts south and west from the shores of the Bay—south to the Mississippi, and west to the Rockies. In due time they established a post on the

Red River, and this, eventually, became the nucleus of that The Company mighty Anglo-Saxon movement that has peopled the fertile prairies of the Canadian West with a contented and Red River prosperous population.

It was Douglas, the fifth Earl of Selkirk, who founded the colony that was destined to be the cause of a vast amount of trouble and considerable bloodshed before its settlers were permitted to settle down quietly to agricultural pursuits and permanent abodes. For some years Lord Selkirk had interested himself in the state of the Highland peasantry, who were frequently evicted from their farms and compelled to emigrate. He found, during a lengthened journey among these people, that the country was rapidly becoming pastoral, and the conviction was forced upon him that emigration was the only hope left to the Highlanders. With the true instinct of a British subject he became anxious that their faces should be turned to some colony of the Empire. He founded the present colony of Prince Edward Island. His attention having been directed while in Montreal to the fur-trading companies in the West, he acquired sufficient stock in the Hudson's Bay Company to gain a controlling interest in that institution. From the Company he acquired a tract of land, almost equal in area to the present Province of Manitoba, and at once set to work to colonize a portion of it. In a circular he issued describing the country he stated that it was proposed to form a joint stock company,

Evicted Highland Peasantry

The British Colonizing Instinct

A Huge Land Grant

### Fabulous Profits Predicted

with a capital of £20,000, to sell land to actual settlers at reasonable figures. No Americans were to be accepted as settlers. Religion was not made a ground of disqualification, an unreserved participation in every privilege being expressly stipulated to Protestant and Catholic without distinction. Time was to be given in which to pay for the land, the price of which was fixed at ten shillings per acre. "The amount to which profits may ultimately rise," said the prospectus, "seems almost to baffle imagination upon any principle of calculation that can reasonably be adopted." The truth of this forecast has been amply verified in the enormous increase of wealth the province has witnessed since that date.

### The Western Pilgrim Fathers

In 1811 a party of ninety persons, of both sexes and of all ages, gathered from Ireland and the north of Scotland, were waiting at Stornoway, in the Western Hebrides, ready for embarkation. After a fearful passage of sixty-one days they arrived at York Factory, at which place they wintered. In August of the next year they arrived at Red River. In 1813 they commenced to break land. They had no horses—though Lord Selkirk might have procured them from the Assiniboine Indians—and they had to till the land with hoes and clear the scrub, with which the Red River Valley was at that time covered, as best they could.

### The Conflict of the Companies

In 1813, the population of the settlement was about 200. The same year saw the beginning of the conflict

between the settlers and the North West Company, a conflict which continued intermittently for years and culminated in the massacre of Governor Semple and twenty men at Seven Oaks. The settlers were driven out of the country by the victorious North Westers, but returned



HOW ARE THE MIGHTY FALLEN!

with Lord Selkirk's second expedition under Captain D'Orsennens. The year 1818 saw the death of Lord Selkirk, and the destruction of the whole of the crops by grasshoppers. The settlers made their way to Pembina in search of that never-failing resource, the buffalo, in the killing of which they were now well skilled. Next year, however, despair was like to come upon them, for

Hamine Added to War

the grasshoppers bred early and devoured every green thing, and this occurred every year for the next four years. Surely the enduring courage of no pioneers was more surely tried. It is recorded that in 1823 there were but ten plows in the colony. Iron was worth a dollar a pound, and the iron work of a plow cost \$20.00.

The first gleam of comfort in this hard lot came to them in 1821, for in that year the North West and the Hudson's Bay Companies amalgamated.

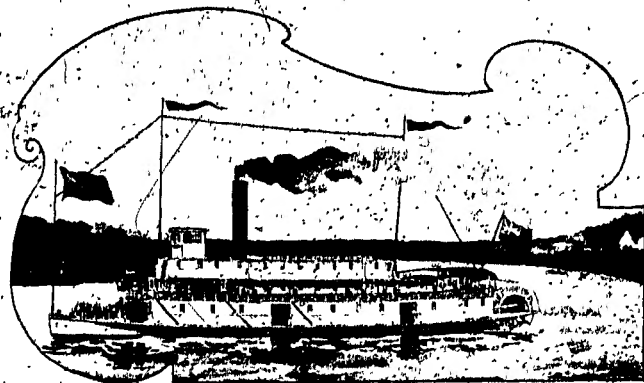
Though the "grasshopper had become a burden" at least the patient and resolute Highlanders need not thenceforth fear being raided at night by these reckless freebooters, and harried like partridges upon the mountains.

In 1835 the population numbered 5,000 souls, and something like representative government was established. A council was chosen, the territory divided into four districts, quarterly courts of justice were instituted, presided over by a magistrate, trial by jury established, and in other ways the law making instinct made apparent. An import duty of  $7\frac{1}{2}$  per cent. was levied on all goods coming into the country and an export duty also on provisions and live stock produced in the settlement. A gaol was built, a gift of £300 having been made for the purpose by the Hudson's Bay Company. The first execution took place in 1845, the offender being a Saulteaux Indian, who had shot a Sioux.

The first steamboat on the Red River was the "Anson

Northrup." It was so named after its owner, a well-known boatman of the Upper Mississippi, who had brought it up that river on the spring flood to its northern limit of navigation, and from thence had portaged the machinery and the boat, in sections, over the head waters of the Red, where he had rebuilt and christened it.

The First  
Steamboat



A "PIONEER" OF THE RED.

When the steamboat had begun to dispute the dominion of the Red River cart as a means of transport, there began to arise other conditions that were destined to have lasting effects on the development of the young colony. From 1857, when the settlers first applied to the Imperial Government to have the settlement made over to Canada, the matter of application with the older provinces was a

A Gleam of  
Brightness

The  
Beginnings of  
Government

Import and  
Export Duties  
Levied



rumours of  
rebellion.

live subject of discussion. Though ardently desired by the Scotch settlers, the advantages of the transfer were neither appreciated nor understood by the French half-breeds. In 1868 and 1869, it began to be rumored that the country was to be taken over by the Dominion Government, and that no provision had been made for the safeguarding of the rights of the settlers as to their property or holdings. These disquieting reports gained universal



IN THE 70's.

Riel—The  
Rebel Leader

credence among the French, when gangs of surveyors appeared and commenced running lines through their farms. Near the junction of the tortuous and sluggish Seine stood the grist mill, where these and other matters were talked over, while the farmers waited to have their grists ground. It was kept by old Riel,—tall, gaunt, grey, a veteran buffalo hunter and a leader among his people. His son, Louis, whose fiery French blood, whose natural eloquence, and whose good education made him an authority in all these discussions, advocated resistance to oppression by force, and his words fell on ears ready enough

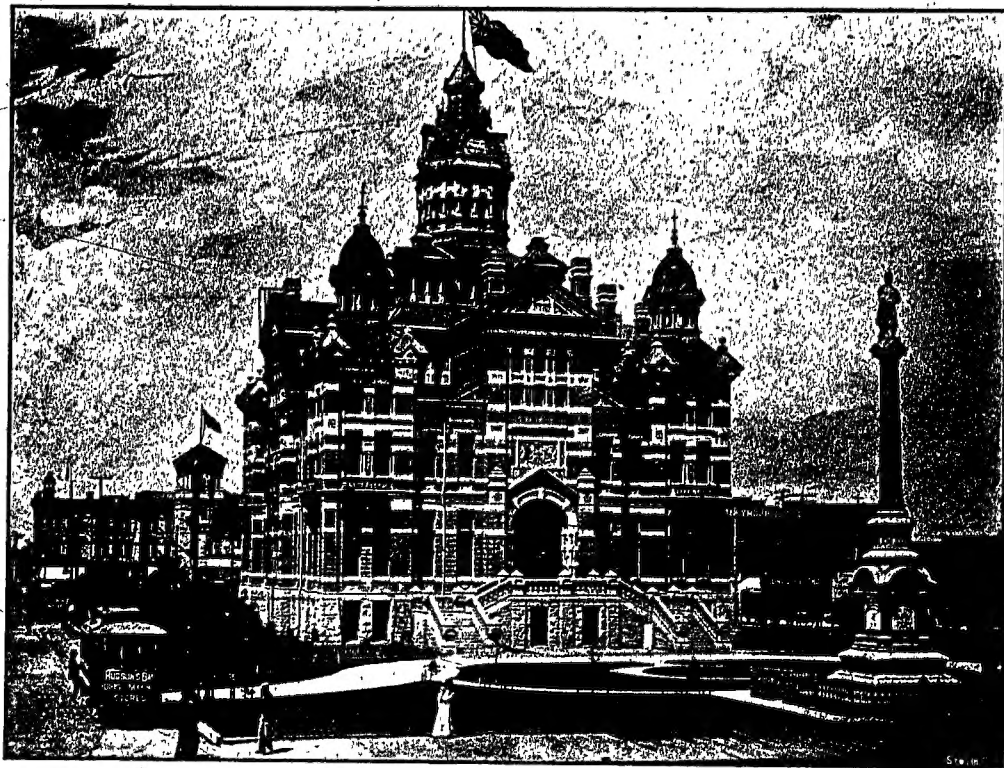
to listen. When, therefore, it was learned that the Canadian Government had sent the Hon. Wm. McDougall to be governor of the new province, Riel drew the sword and threw away the scabbard. He formed a provisional government, placed himself at its head, sent a force of twenty men to meet and turn back the governor at the boundary and had a barricade defended by ~~the~~ <sup>men</sup> erected across the road from Pembina, from which direction the governor was coming. The governor's military aide drove up to the barrier, and in words that have since become historic, commanded those who defended it to "Remove that blasted fence," but his peremptory words and his fierce demeanor made no impression on Riel's supporters, who were as deaf to the captain's threats as to his orders.

Remove that  
Blasted Fence

Having no other recourse Governor McDougall went back to Pembina, across the line, and awaited the result of communication with the Ottawa Government. The triumphant half-breeds returned to Fort Garry, and seized on the Hudson's Bay Company's fort. The Union Jack was hauled down, and the flag of the republic,—a fleur de lis and a shamrock,—hoisted in its stead. An expedition was organized to overthrow the insurrectionary government. It started late in the winter from Portage, but the volunteers,—which included Dr. Schultz, late Lieutenant-Governor of Manitoba—were all captured and imprisoned.

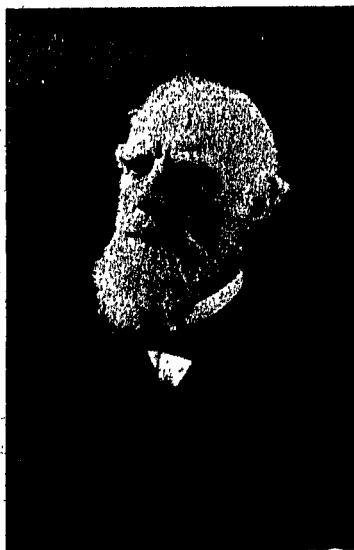
On receipt of the news of the outbreak at Ottawa, the

The Rebel  
Flag flies Over  
the Fort



CITY HALL, WINNIPEG.

federal authorities began to take those steps which should have been made when the country was transferred. A commissioner was appointed to explain the situation to



RT. HON. BARON STRATHCONA AND MOUNT ROYAL, G.C.M.G.

the half-breeds, and to assure them that all their property and civil rights would be in every way safeguarded. The commissioner was Mr. Donald A. Smith, now Lord Strathcona. He attempted to induce them to accept the

authority of the Dominion and make a peaceful submission. A convention of forty members,—half of them French and half English,—was called, and this convention assumed the government. Many of the prisoners were released, and it began to look as if the trouble would be amicably adjusted, but matters soon took a much graver turn.

On March 4th, 1874, occurred the climax of the rebellion. After a mock trial, in which Riel acted as prosecutor, witness and judge, Thomas Scott, one of the prisoners, a brave and loyal young Irishman, was led out blindfolded and in front of Fort Garry, a few yards east of the present track of the street railway, was shot to death by rebel bullets.

A Climax

The murder of Scott aroused the greatest indignation in Eastern Canada. The British and Canadian Governments determined to send a military expedition into the Red River to suppress the revolt, and secure the transfer of the great North West to our Dominion. After the loyal people of the settlement became convinced that both governments were determined that the transfer pursuant to the agreement entered into by them with the Hudson's Bay Company should not be prevented by the rebellion encouraged and instigated by agitators, the quieting feeling quickly prevailed that its suppression and the restoration of proper authority would surely be brought about in the near future, and so, by lake and river, and portage

The Red River Expedition

The Coming of Lord Strathcona

The  
Most Difficult  
March  
in Military  
History

The Arrival  
of the  
Avengers

In a Deluge of  
Rain

The Rebels  
Decamp

and corduroyed trail, by one of the most difficult routes over which an army ever traversed, these sons of Canada and Britain came, determined that the half-Menian, half-French flag should come down from Fort Garry; and that the British Jack should be kept flying over the Canadian North West. Down the Winnipeg river, across the lake and up the Red, sailed these avengers of authority, and on Tuesday, August 23rd, 1870, landed near St. John's College and the English Cathedral. The night was fearfully stormy and the following morning not less so, the heavy rainfall filling the creeks and sloughs with water and rendering the roads well nigh impassable both to man and beast. Landing from the boats in the early forenoon of the next day, after sailing up to what is now Point Douglas, the storm had not abated in the least. They marched through two miles of the stickiest, slipperiest of mud towards the fort, hoping for the opportunity of testing the courage and generalship of Riel, O'Donohue, Lepine and the other insurrectionary leaders and their guards. As they clambered heavily through the mire and looked for the first time on the walls and bastions of Fort Garry, with its mounted cannon, they called to mind what many loyal subjects of Her Majesty had suffered within those gates. But they had no opportunity of putting their valor to the proof, for the defenders of the fort had vanished. The last of them could be seen decamping across the Red to St. Boniface as the advance

guard of the expeditionary force marched into the fort. The bells of the Methodist mission rang out a joyous peal, and the loyal residents turned out, en masse, to welcome their deliverers. The triumphal entry was not attended by such "pomp and circumstance" as have attended many events recorded in history. The rain fell too fast; our native mud, so widely and justly celebrated for its adhesiveness, was too abounding, and the loyal people, who were aware of what was about to take place, were too few and too widely scattered for that; but never was a military entry effected, on however large a scale, that was more heartily welcomed than was this.

After the coming of the relieving force, the formal transfer of the territory to the Crown was made. Thus was born, in the year 1870, the Province of Manitoba. The Honorable Adam Archibald was appointed governor and at once ordered a census to be taken, on which to base a system of government. This census showed a population of 11,963. The province was divided into twenty-four constituencies, and the first election held on the last day of December, 1870.

This was little more than thirty years ago. In that interval, how much has happened to the Canadian North West. Its growth has been one of the industrial miracles of modern times. Its development is a perpetual tribute, alike to the wealth of its natural resources, and to the Anglo-Saxon genius for colonization that has redeemed

Joyous De-  
monstrations

The Birth of  
Manitoba

A Retrospect  
and a Contrast



THE HOME OF THE MANITOBA GOVERNMENT.

Then:  
Not a Herd;  
Now: Over  
320,000 Cattle  
in Manitoba  
Alone

Then: Less  
than 1200  
Settlers;  
Now: 200,000

The Outposts  
of Civilization

it to the service of civilization. Thirty years ago it was a rolling green wilderness untrodden save by the foot of the Indian and the fur trader. Over its vast leagues strayed countless thousands of bison; in its streams the watchful beaver built their colonies undisturbed. The richest arable land in the world lay idle and untilled. The pastures which now supply food to thousands of cattle grew, season after season, with but the Indian cayuse, or shaganappi, to graze thereon. Of settlement there was practically none. At the junction of the Red and Assiniboine rivers the hardy descendants of the West Highland settlers who came to the Great Lone Land ninety years ago were located, and, hundreds of miles apart, the lonely forts of the Hudson's Bay Company—rude embattled log walls, enclosing a storehouse and cabins for the traders, and armed with culverins that probably dated from Prince Rupert and the Civil War—dotted the banks of the streams that traversed the gusty leagues of the illimitable North West. These solitary sentinels of civilization certainly gave no promise of that inrush of settlement that has transformed an idle wilderness into one of the granaries of the world. But the past thirty years has heard “the tread of pioneers, of nations yet to be,” and the results of their labor are to-day visible over an area larger than many European kingdoms.

In the thirty years that have elapsed since Manitoba became part of the Canadian Confederation, its record is

one of such rapid progress, municipally, educationally and commercially, as almost to surpass belief. The transformation of the West from idle grazing lands to fertile farms, and from the trading posts of the trapper to prosperous cities, with every metropolitan convenience, might well stir up in the breasts of its residents mingled feelings—of gratitude for the ample measure of their present success, of pride in the record of their past achievement, and of hope for the outlook for a still more prosperous future.

This transformation—one of the most remarkable in an era abounding in the conquests effected by man over nature—will be more fully realized by a comparison of the conditions prevailing thirty years ago, with those of the present time. The progress that in older countries takes centuries to effect, is here secured in years,—often in weeks. A quickness to see opportunities; an ability to contrive means to take advantage of them; and a commercial courage and daring that is combined with judgment—these, with agricultural industry, thrift, endurance and skill, have made Manitoba what it is to-day. History has been made quickly here in consequence of these qualities.

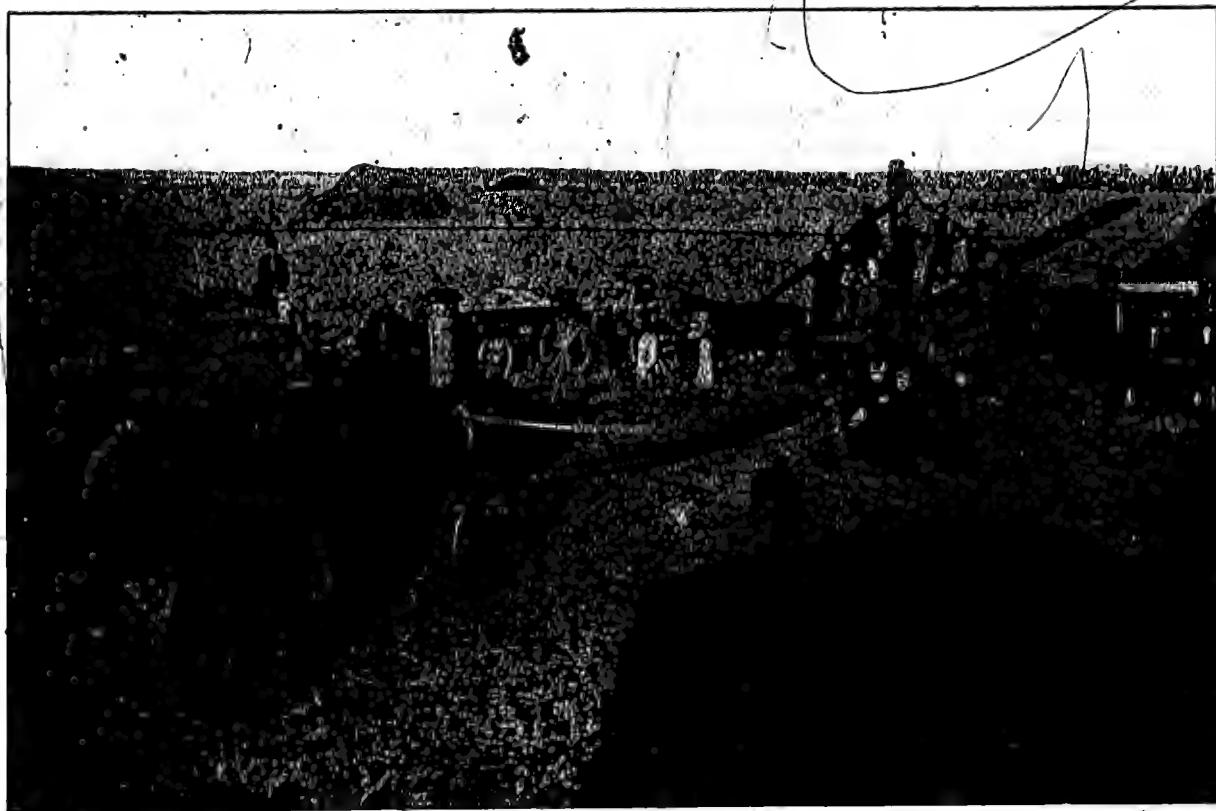
In order to appreciate the changes that have come to the West since it entered Confederation, it would be well to speak of present achievements in terms of that time. Take, for instance, last year's crop of wheat. Fifty million bushels of the finest grain in the world was shipped to

A Record of  
Unparalleled  
Progress

A Few  
Comparisons

The Forces  
that Compel  
Progress

The Crop of  
1901—  
55,000,000  
Bushels of  
Wheat



THRESHING No. 1 HARD.

How to Realize  
this Huge  
Bulk By Car-  
lengths.

By Time

And by Ca-  
pacity

It Would Fill  
90,000 R. R.  
Steamers

feed the millions of older civilizations. To merely mention this vast total is to give no conception of its amount. To properly appreciate stupendous amounts such as these, it is necessary to speak of them in terms with which people are familiar. Thus, if last year's crop in Manitoba alone were put on standard cars, and the cars coupled together, they would stretch from Rat Portage to Broadview, a distance of three hundred and ninety-seven miles. If despatched from Winnipeg in standard trains of twenty cars, it would require 2,500 such trains to haul the crop to seaboard. If these trains left Winnipeg at fifteen minute intervals, it would take over a month, day and night, to get the wheat forwarded. It would fill every elevator in the province twice over, and still leave four million bushels to be disposed of.

And if the present almost perfect system of transportation was taxed far beyond the limits of its resources to handle such a grain output, as the West had last year, how utterly futile by comparison must the system of thirty years ago seem! Then the only means of transporting merchandise was either by steamer or Red River cart. The average load of the Red River steamer was 600 bushels. It would take ninety thousand of such steamers to carry out Manitoba's last year's crop! Cargoes of a quarter of a million bushels have been frequently taken by the great steel steamers now plying the great lakes. One of these modern boats would thus take as much grain as

four hundred of the craft that three decades ago painfully crept up stream between the shoals of the Red. On land the usual means of transport was the Red River cart, the agonized scream of whose protesting and unlubricated wheels is familiar to every old-timer. These carried from 600 to 800 pounds. It would thus take ten millions of these historic vehicles to take out the growth of last year's wheat fields.

The average wheat patch thirty years ago did not exceed five acres. To-day instances of men having a thousand acres of grain are abundant. At the average, per acre, of last year's crop, it would require nearly half a million such farms as were to be found thirty years ago to raise as much wheat as Manitoba grew in 1901. The population of the province then was, as already stated, less than 12,000, and of these not more than ten per cent. were whites. To-day Manitoba is the home of a quarter of a million contented, prosperous and enterprising people, and with the steady stream of immigration pouring in, the prophecy of Lord Selkirk a hundred years ago, that it was capable of sustaining, by agriculture alone, a population of thirty millions of souls, seems within measurable distance of fulfilment.

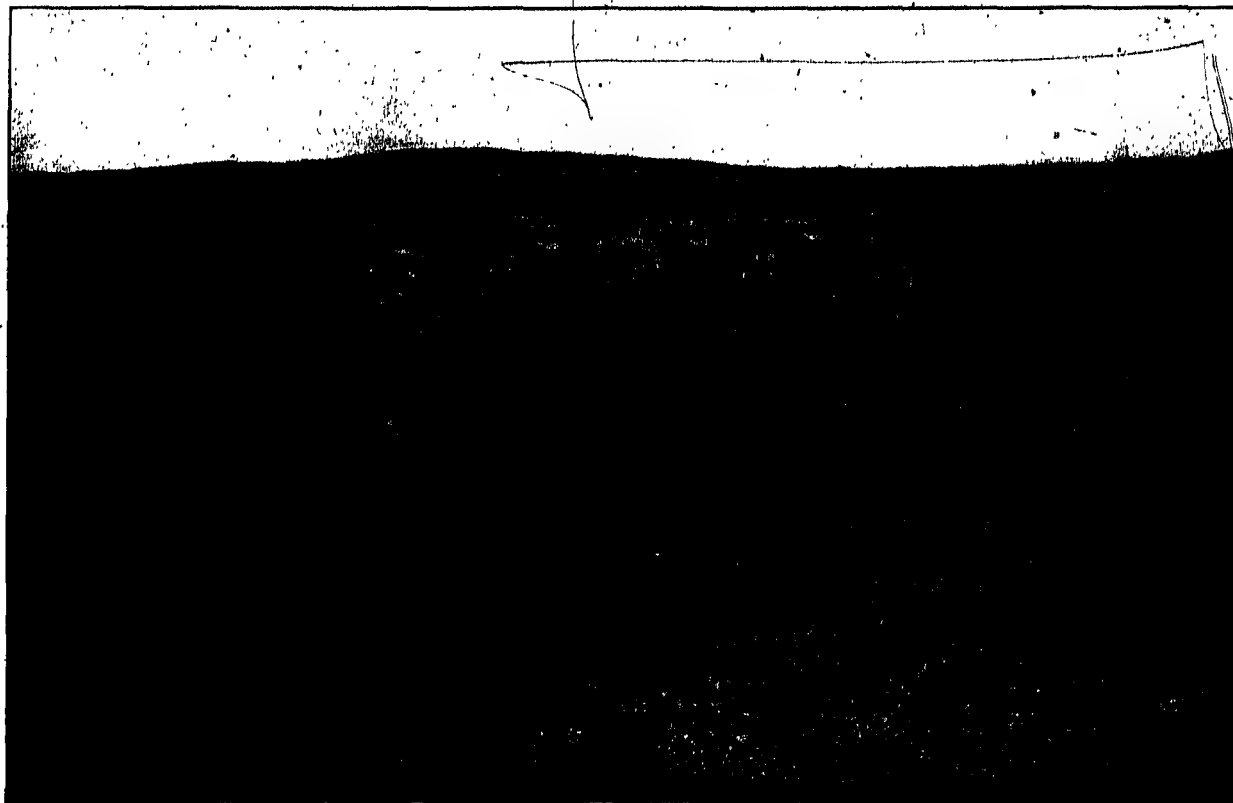
The more they are surveyed, the more amazing seems the contrast between the conditions of thirty years ago and those of to-day. In the old days mail came to Manitoba by dogsled and birch bark canoe. Two mails went

And  
10,000,000 R.  
River Carts

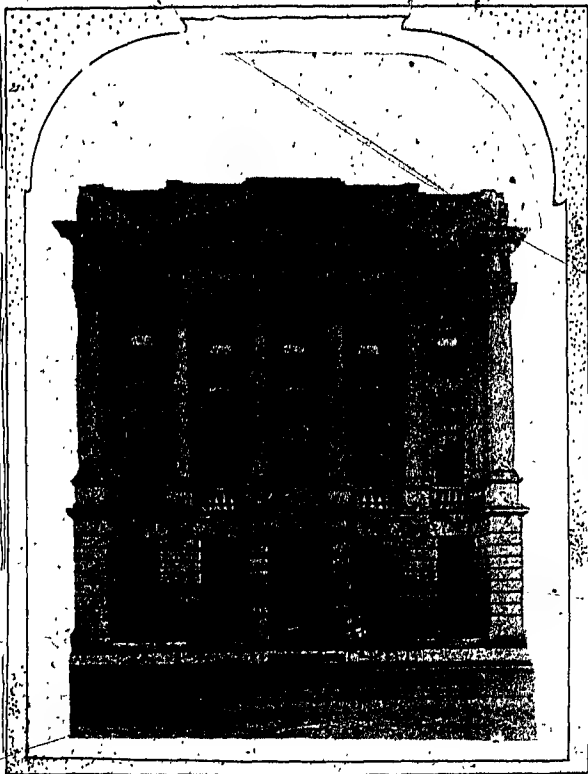
From Farms  
the Size of  
Garden Pat-  
ches to thousands  
Miles in  
Extent

Wheat  
Averages—  
Ten Years - 1891  
1901 : Manitoba  
10,02 Bushels  
U.S. 12.3 Bush

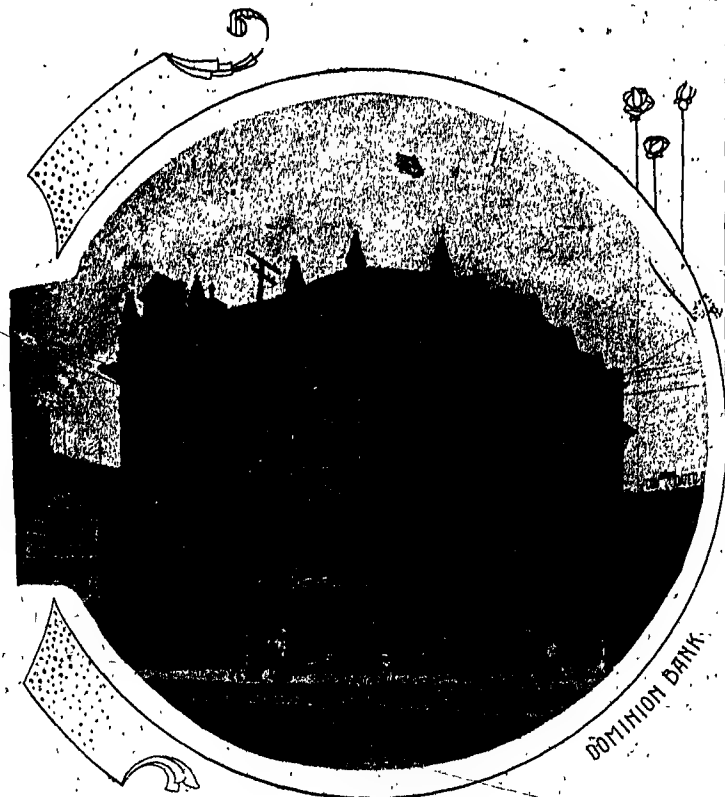




MORE OF OUR WONDROUS WEST



BANK OF COMMERCE



DOMINION BANK

CITY BANKS.

From Two  
Mails a Year  
to Three Mails  
a Day

From Oxcart  
to Pullman

A Ten Bushel  
Limit of Grain  
Purchase

A Primitive  
Flour Mill

east and west in a year,—one in the winter and another in the summer. When the settlers got mail once a month they thought themselves well abreast of modern development. Now, letters are brought to the door in Winnipeg several times a day. From the Red River cart to the electric car and the Pullman is mechanically an age, yet thirty years only separate the one from the other in the Canadian North West. Now the farmers haul their wheat to the elevators and get spot cash for it, the price being regulated by the quotations of the world-markets, with which the seller is as familiar as the man who buys. Three decades since the only grain purchasers were the Hudson's Bay Company, who posted on the fort gates notices that they would only buy ten bushels from each settler, and that value would be given in trade! And the grinding of the wheat into flour is to-day a very different process to that of the 70's. Instead of Winnipeg having, as it has to-day, the largest flour mill in the Empire, flour was laboriously ground by man or ox-power. The mill is still shown that was brought out by the Selkirk settlers in 1812, from the Oakney Islands,—two flat circular stones, two feet in diameter, and an inch and a half thick. Inserted in the centre of one is an iron pin, while the other has a circular hole cut through the centre. Through this hole the grain was slowly poured. Exactly forty years ago the first steam flour mill was built by Andrew McDermott; though up to the time of Confederation the

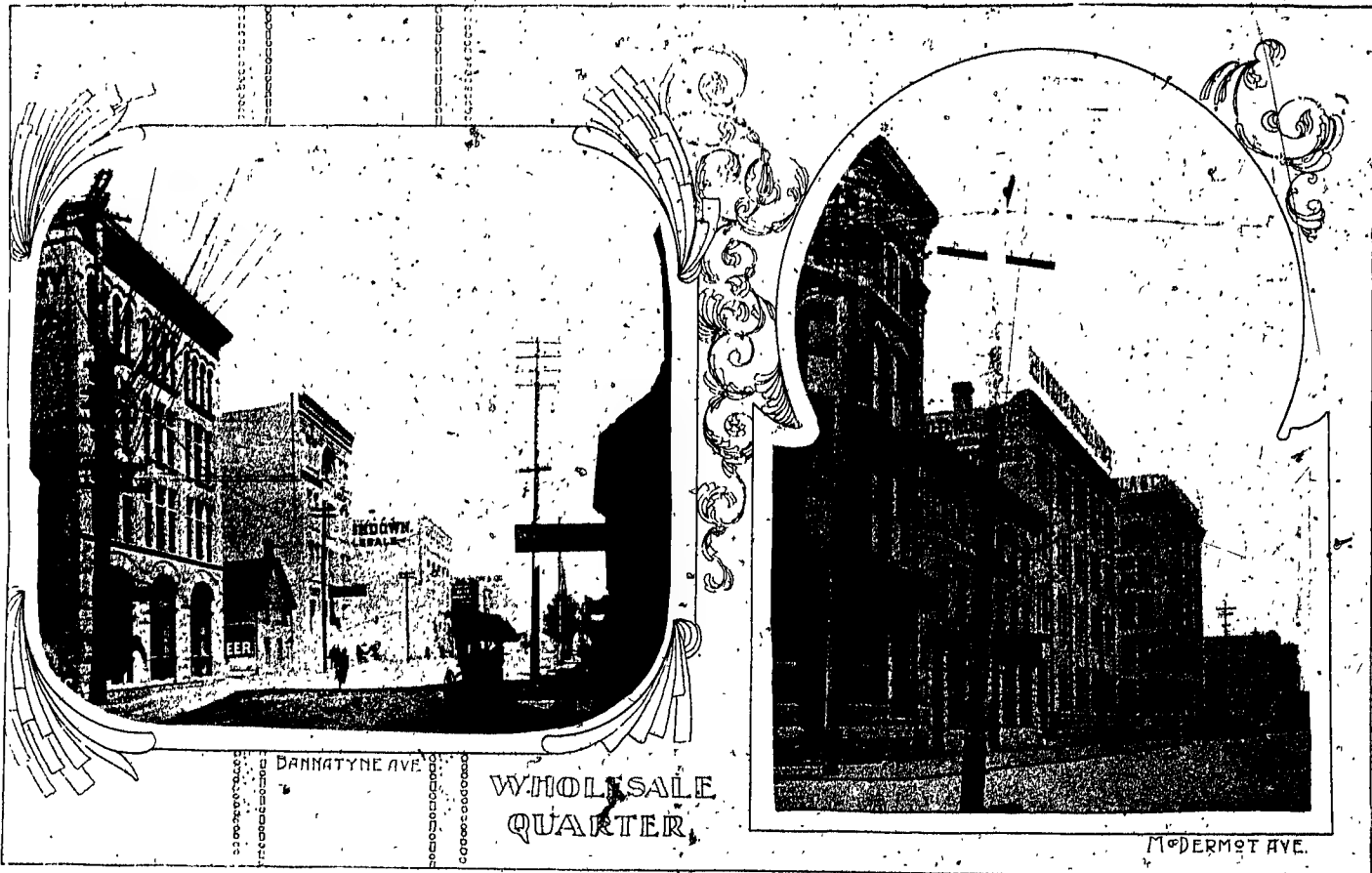
principal mills were propelled by wind. One of the big modern mills of Winnipeg would grind more in a day than all the mills of the settlement would grind in a year.

Decimal coinage was unknown here thirty years ago. English silver and Hudson's Bay "blankets" of various denominations constituted the currency. The unit of value was a beaver skin. The first Canadian money was sent in by the Federal government with Assistant Receiver General McMicken,—afterwards Speaker of the Legislative Assembly. The first bank in Winnipeg was the Merchants Bank, which has now completed a magnificent building on Main Street, at a cost of a quarter of a million. There was but one hotel—the Davis House—the successor of the historic inn kept by "Dutch George" in the 60's, and it stood on the site of the present Criterion. There were less than fifty buildings—including stables—in the embryo city at that time. "I should say," reported Col. Wolseley to the Imperial Government, "that there are about fifty houses in all; there are a few stores, but grog-shops are the principal feature of the place, and these saloons reap a rich harvest." All the buildings were of logs. The fire department consisted of a little handpump engine brought out by the Hudson's Bay Company and may still be seen at the Winnipeg Central Fire Hall, side by side with the powerful and glittering monsters that can throw a stream into the top story of a sky-scraper. The hose was leather and always burst when used. There

Present Milling Capacity of Manitoba  
11,000 bbls. a Day

Aggregate Capital of Chartered Banks Doing Business in Manitoba  
\$49,500,000

How They Fought Fire in the '70's



DANNATYNE AVE.

WHOLESALE  
QUARTER.

MODERMOT AVE.

In '70: Ferries.  
Red; Now:  
6 Bridges in  
City

Indian War  
Trail; Now:  
A one foot

From Mud to  
Macadam

The Winnipeg  
Hospital  
In '70: 6 Beds;  
In '02: 435

was no organized brigade. There were no bridges over the Red and Assiniboine rivers, two ferries supplying the means of crossing. Streets there were none. The old Indian war-trail—the present Main Street—was all that approached the semblance of a highway. These had been followed, first by fur traders and hunters, and afterwards by the settlers with their ox teams until they were recognized as highways, and deeded as such by the Dominion to the city. Late in the fall of '70 that portion of what is now Main Street, lying between the ruins of the Manitoba Hotel and Market Square, was surveyed and graded to a width of 32 feet, which must be regarded as the nucleus of the present extended system of asphalted and macadamized roads. The old Bannatyne residence, between Bannatyne and Owen Streets, was the first Winnipeg hospital. It contained six beds. To-day the General Hospital alone can accommodate hundreds. The splendid court house that to-day adorns Kennedy Street was then represented by a little log cabin outside Fort Garry, where the might and majesty of British law was upheld, till it was dispensed in a larger building, still standing close to the site of Ryan's shoe store. The first court held under the authority of the Dominion sat on the 16th day of May, 1871, with Judge Johnson presiding. The earliest lawyers were Judge Walker, Judge Bain, Sedley Blanchard and Frank Cornish, afterwards Mayor. The only school was a small class conducted by Miss Bannatyne. The first

church services were conducted by Archdeacon McKay in a room which served as a kind of theatre, and was known as Red River Hall, and out of the theatre grew the church; for the number of fervent worshippers, and the consequent weight of the congregation increased so fast,



OLD MANITOBA COLLEGE.

and the floor was so weak, that they soon refused to go above, while Mr. Lyon, who owned the store below, declined to stay there. A subscription was started, and the first church of Winnipeg became an accomplished fact. In '70 there were three churches in the city, now there are fifty, with resident ministers. The first Sabbath school was started by Dr. Young, the veteran founder of Method-



BANK OF HAMPTON



IMPERIAL BANK

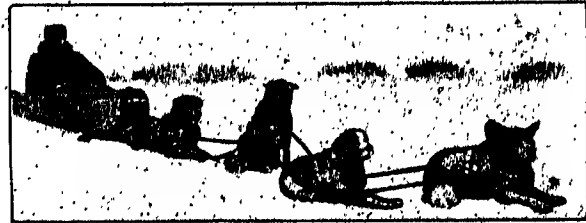
CITY BANKS.

ism in the North West, and among his most earnest workers were Major Stewart Mulvey, and the lamented Col. Kennedy.

Now were the residents of the embryonic city without amusements. A cricket club flourished, the grounds being in the rear of the site of the present Molsons Bank. Winnipeggers who telephone the box office for seats, and take a carriage or car to the theatre, may be interested to know that in those early days the art of Thespia did not lack its votaries. Amateur theatricals were a part of the programme of every winter. No ladies were in the cast, the parts of the heroine and her supporters being taken, as in the days of Shakespeare, by young men. There are yet in the city among its prominent citizens, men who thirty years ago, figured in the play-bills as "Miss," and to whom introductions were sought by stage-struck and admiring strangers ignorant of their sex. To witness these performances, people drove in dog sled and cariole, from as far as Pembina and Portage.

But, though it is interesting and instructive to trace the beginnings of the city's present greatness, space prevents our dwelling longer on these aspects of our subject. We must hurry on to notice briefly the leading events since that time. In '72 the citizens began to agitate for incorporation, and late next fall, on the 8th of November the records of the Legislature show that the Act incorporating the City of Winnipeg and defining

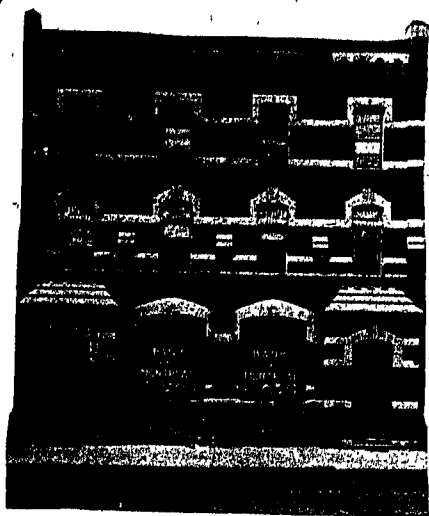
its boundaries was passed and assented to. Two months after, on January 5, 1874, Mr. Frank Cornish was elected the first Mayor, defeating Mr. W. F. Latxton after a very close and exciting campaign. Apparently the new council took hold of matters with a strong hand, for we find it recorded that they spent \$12,000 in improving the streets



A DOG SLEIGH.

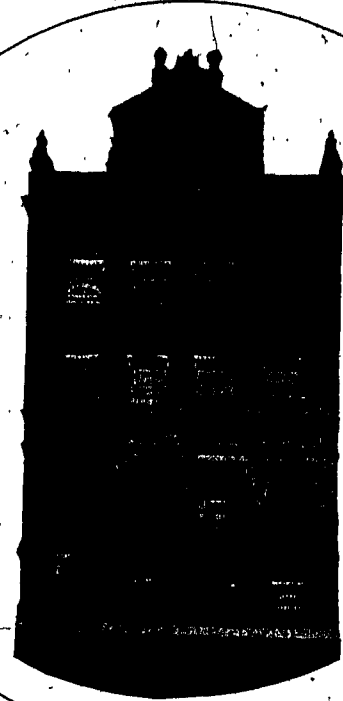
and constructing sidewalks. There were at this time 408 buildings, 17 hotels, 7 saloons, 23 boarding houses, 27 manufactories, and 421 miscellaneous buildings within the city limits. By '75, the assessment had assumed quite respectable proportions. On real property it amounted to \$1,808,507, and on personal to \$801,000, while the population had climbed to 5,000. In the first census, in December, 1870, Winnipeg's population was 213 souls.

Seven years later, on the 9th of October, there befell another occurrence that was to bear the closest relation to the future progress of the City of the West. On that



BANK OF MONTREAL

CITY BANKS.



BANK OF OTTAWA.



The Bursting  
of the Boom

An Era of  
Steady and  
Solid Growth

day there came into the city its first locomotive. Twelve months later the last spike was driven in the Pembina section of the C. P. R., and all rail connection with the outside world was first established.

Then, in '82, came the bursting of the boom, and for five years the city went through its period of stress. Values had soared skywards like rockets, and the city was a perfect carnival of speculation. The rockets burst, and values came down like sticks. Many were ruined, and it took years for Winnipeg real estate values to recover their tone. But a policy of rigid economy was inaugurated. Municipal affairs were wisely managed and in a few years the sun of prosperity shone again. With the elasticity of youth, the city recovered from the reaction that followed the boom, and from then on its progress has been rapid and solidly based. Its business has expanded with the development of Western Canada and it possesses all the equipment of a great and growing centre of population. Within the limits of its business districts and in its most populous residential quarters, its clean, well-paved, well-lighted, well-graded and well-watered streets, its parks and boulevards, are not unworthy of its position as a leading and progressive city, and every year is extending the area of these improvements. Last year the City Council spent no less a sum than \$371,000 for these purposes. Taken for all in all, the cities are rare which combine so many of the attractions of a desirable

home or which offer so many advantages for the profitable employment of men and capital.

As a wholesale centre, Winnipeg has the largest Implement Trade of the West \$5,000,000 a Year



A GLIMPSE OF ELM PARK.

directly tributary country of any in America. It is the distributing point for wholesalers from all points between the Great Lakes and the Rockies, and its sphere of business extends almost as far north as the Arctic Circle. In all this vast stretch of territory, the wholesale interests of

Winnipeg are without a competitor in their own field, and the competition from elsewhere is diminishing with each succeeding season. This enormous trade ramifying to every country store over a tremendous tract of territory, has practically been built up within the last fifteen years.

It grew slowly at first, but western energy overcame all obstacles, and has succeeded in building up business institutions that worthily reflect, in a mercantile sense, the North West's agricultural pre-eminence. The stately homes of commerce that adorn Princess Street and Bannatyne Avenue would do no discredit to the wholesale centres of cities like Chicago or St. Louis. The Canadian business centre of gravity has moved westwards with its population. For centuries it was Quebec. Then it moved to Montreal and later still to Toronto. But it is rapidly moving with the sun. The course of trade, like the star of Empire, is sloping slowly to the West and Winnipeg will ere long be, not only the geographical, but the commercial centre of Canada.

If other indications of the coming commercial supremacy of Winnipeg were needed it would be furnished by the marvellous expansion of the clearing-house returns. These are eloquent and indisputable evidence of the importance of the city as a trading centre. The confidence of bankers in the city's future is attested by their heavy investments of real estate. The movement inaugurated by the Bank of Ottawa years ago, in building handsome

offices, has since that time been followed by the Dominion, the Commerce, the Hamilton and the Merchants. Seven of the twelve banks operating in Winnipeg now own their own offices, and the aggregate value of this property is considerably in excess of a million dollars.

Instances such as these could be multiplied *ad infinitum* to show the contrast existing to-day between the West of Lieutenant-Governor Archibald and the West of Lieutenant-Governor MacMillan. History has been made quickly here. To-day the fame of her agricultural resources is known almost everywhere where bread is eaten, and these are attracting yearly thousands of strong, earnest, skilful workers, who will still further develop the wonderful riches of its soil. From the Gateway of the Prairies to the Pacific Coast, where the Occident and the Orient stand face to face—in all that vast intervening territory the work of nation building is going on. Ten years of modern progress have outweighed in results centuries of the remote past. Instead of the feeble throbbings of a primitive trade, to-day the blood of the world's commerce flows steadily through the arteries of a new and mighty nation. In the forests and prairies of Western Canada, industry has found a congenial home. Here are to be found the hardihood of character that conquers difficulties, the climate that stimulates exertion, and the advantages that reward enterprise. Nature has marked the West for exalted destinies, and her people are prov-

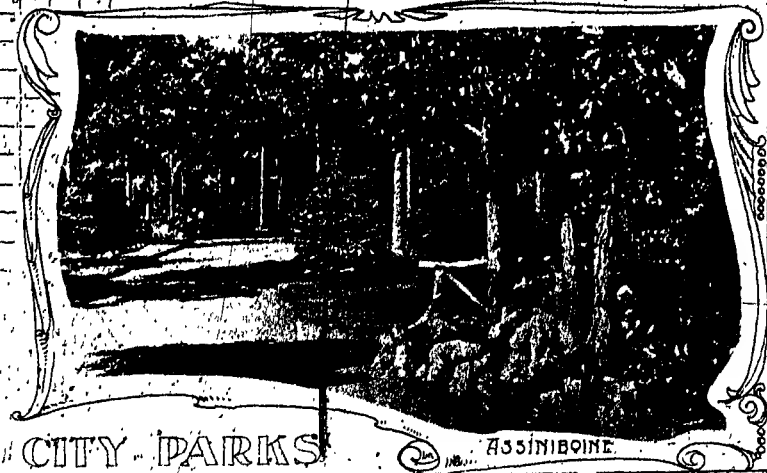
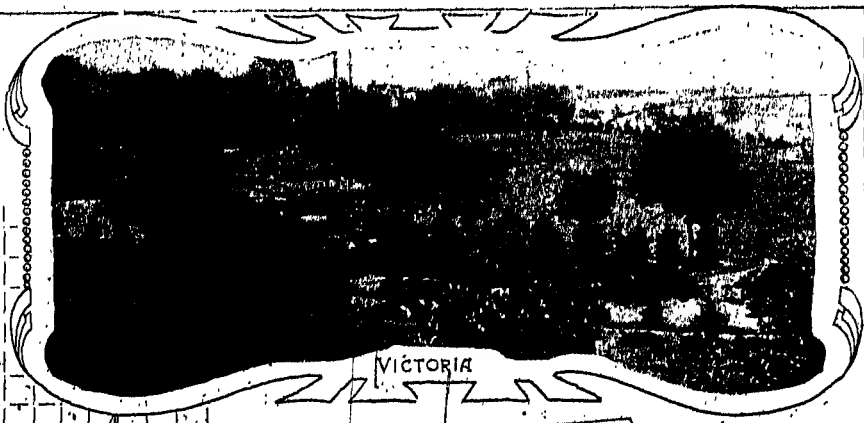
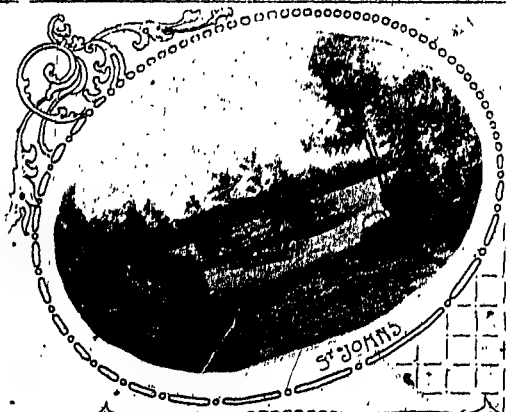
Butter, Lard  
Required for  
Crop of 1901,  
8,500,000 lbs.,  
Worth  
\$1,250,000

Bank Clear-  
ances of  
Winnipeg  
In 1870, ;  
in 1891,  
\$10,000,000 ;  
in 1901,  
\$1,31,100,000

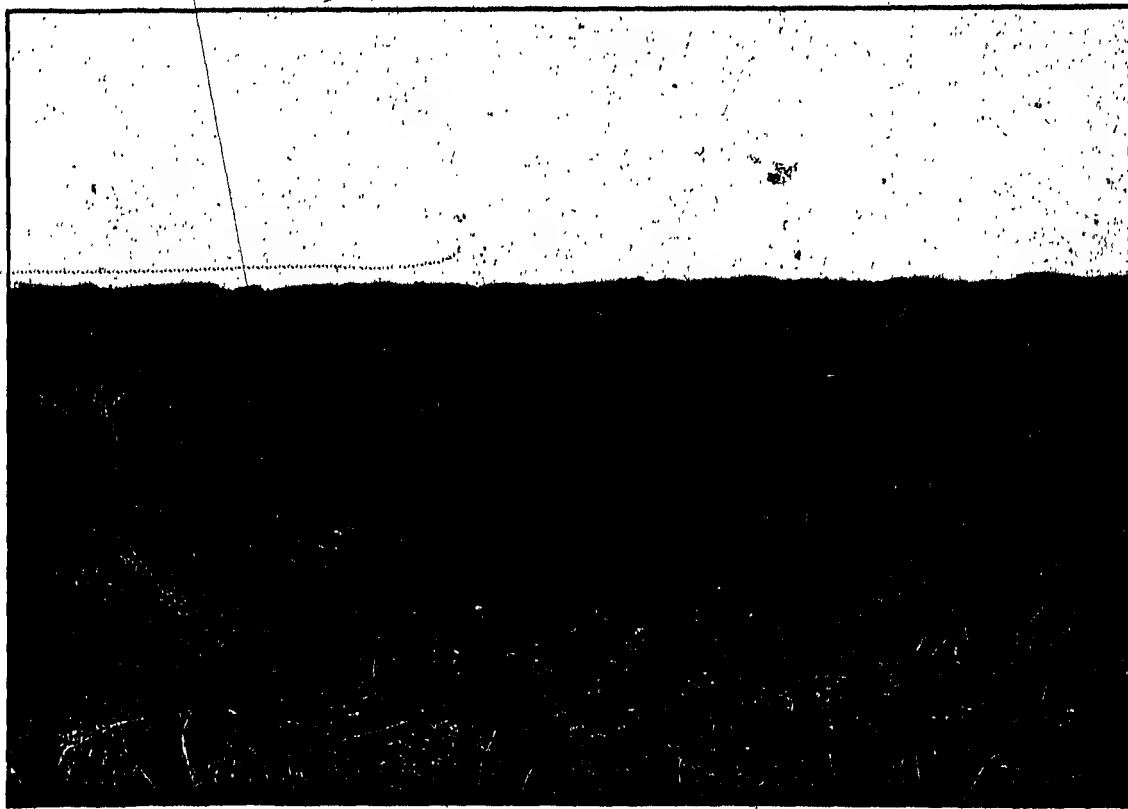
Cattle Exports  
In 1870, ;  
1901, 44,500—  
value  
\$2,925,000

Butter  
Exports in  
1870, ; 1901,  
3,340,000 lbs.,  
-value  
\$5,400,000

Cheese  
Exports—in  
1870, -- ; 1901,  
1,010,000 lbs.,  
value \$645,000



CITY PARKS



HARVESTING SCENE—CROP OF 1901.

ing themselves quick at seizing and improving every opportunity vouchsafed them by a beneficial Nature.

So rapid has been the evolution of the West, that many of the links that bind it to its historic past have disappeared. Where is Fort Gibraltar, the headquarters of the North West Trading Company, and the plague of "The Gentlemen Adventurers" trading into Hudson's Bay? Of it there remains not a trace. Its site is now occupied by the boathouse of the Winnipeg Rowing Club. One dark night "the boatman on the river, the huntsman on the plain," saw a pyramid of flame where the Assiniboine joins the Red. It was the funeral pyre of Fort Gibraltar, the home of the hardy trapper and trader, the headquarters of the reckless and picturesque *bois brules*.

Across Main Street, a quarter of a mile distant, are the ruins of a massive bastion. This is now fenced in and cared for by the city. It is the visible link between the bristling commercial activity of the present, and the primitive times and institutions during which they were built. It is Fort Garry Gateway which every visitor to the city can see—and what sharper contrast can be made?—from an electric car. Here bargained and fought, and ruled, the "Lords of the North" for years the autocrats and arbiters of territories long since transformed to one of the granaries of the world. The outlines of the wall can still be traced, though with difficulty.

Half a mile northward of the city's northern boundary

can be seen a plain granite monument. This marks the site of the great tragedy of the North West. Here culminated the Tragedy of Seven Oaks.



THE MONUMENT AT "SEVEN OAKS."

Railroads of  
Manitoba in  
1891  
2,315 Miles;  
1901, 2,316 Miles

Manitoba Area  
47,332,000  
Acres; Cultiv-  
able Land,  
25,000,000  
Acres;  
Under Crop,  
3,000,000  
Acres



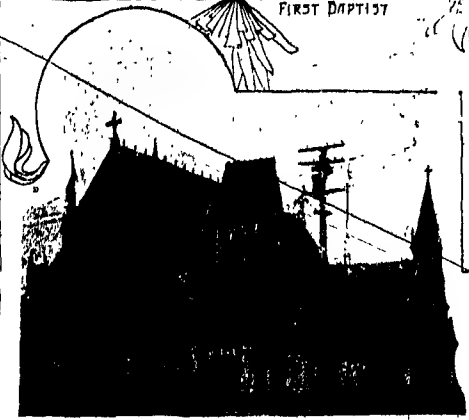
FIRST BAPTIST



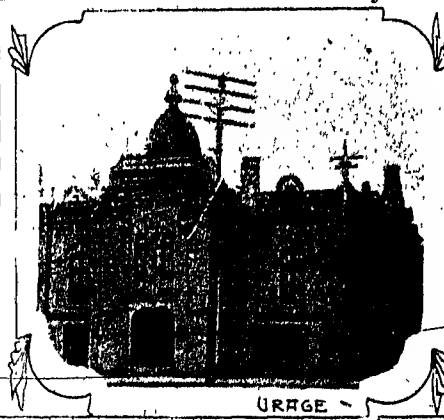
KNOX



ST. MARY'S



HOLY TRINITY



URAGE

CITY  
CHURCHES.

minated all the meannesses, the personal and corporate animosities, the slanders, jealousies, and recriminations engendered by the long struggle for supremacy between the rival fur companies. On this spot Governor Semple



ST. JOHN'S CATHEDRAL.

The Home of the Anglican Church in the West.

and his men were slain in the Seven Oaks massacre, and their scalps torn from their heads by their rival's Indian allies.

The Home of the Anglicans — On the way back to the city we pass St. John's College and Cathedral, the home of the Church of England, where for many years the first Bishop of Rupert's Land, Rev. David Anderson, had his headquarters. It is now

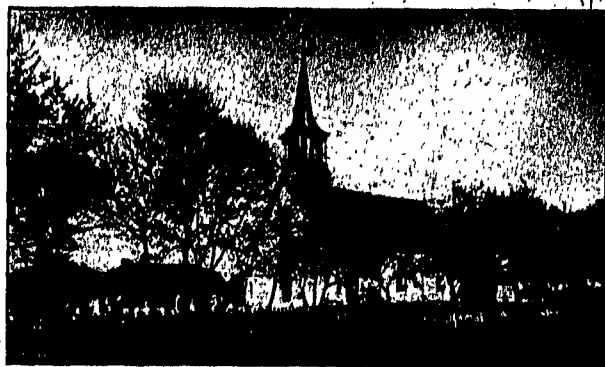
the Palace and Cathedral of the Primate of all Canada. Architecturally the buildings are surpassed by almost every other church in Winnipeg, but, though but plain, unpretentious buildings, they have a dignity that is apparent to the most casual or thoughtless observer, as they nestle hoary with age and scarred by the hand of time, on the banks of the Red. The surrounding "God's Acre" contains the dust of those who have gone before, its lichen covered grave stones marking the last resting place of men who a century ago were struggling to reclaim the wilderness for civilization. As we quietly turn away, the lines written by Gray, in a churchyard a hemisphere distant, under other skies, but under the same flag, come unbidden to our minds:

"Beneath those rugged elms, that yew trees shade,  
Where heaves the turf o'er many a mouldering heap,  
Each in its narrow cell forever laid,  
The rude forefathers of the hamlet sleep."

A mile still further to the north can be seen the "auld kirk" of Kildonan, the first Presbyterian church in Western Canada, where for years Rev. Dr. Black "allured to brighter worlds, and led the way." Across the Red—"a full fed river, winding slow, by herds upon an endless plain" comes "the sound of a far-off bell," and our eyes brighten as did those of Whittier's voyageur, for, like him, we "know the vespers ringing, from the Bells of

St. Boniface  
and its Bells

St. Boniface." The "turrets twain" of the poem have departed—the cathedral was burned forty years ago,—but the music of the sweet old bells that the good gray poet has made famous will ring in the ears of multitudes



ST. BONIFACE.

who never saw "the hunting lodges of the wild Assiniboine."

St. Boniface is yet a quaint old-world village, where you pass nuns with heads meekly bent and catch the soft chant of vespers stealing to you from the cathedral close-by. Life is more leisurely here than in the city across the river. You are out of the New Century and back again into the Old, and the two are separated, not by years, but

by space, for the broad waters of the Red mark a time, as well as a space limit.

Coming back to "The Hub of Canada," there are still many things to see. Pages might be written about the city's fine public or semi-public buildings,—the Legislative buildings, the Court House, the City Hall, the Hospital, the schools, the splendid colleges, the magnificent university building opened last year by the Prince of Wales, the handsome churches, the new system of parks—some of which, like River and Elm Parks, are three or four miles out of town, and can be reached by car, and whose giant trees are the delight of the visitor used to dwarf oak and poplar scrub and longing for a sight of a tall tree's towering majesty,—of the well graded streets and well laid pavements and newly constructed cycle paths that traverse the city in every direction. Nor have we said anything of the many and increasing fine residences to be seen everywhere. All these things—and more—the visitor can see for himself, and without the help of a guide.

In Scott's "Lay of the Last Minstrel" occur the lines:

"If thou would'st view fair Melrose aright  
Go visit it by the pale moonlight."

There is a time at which all places, like all persons, look their best. The most charming woman's appearance is not heightened by dishabille of morning wrapper and

Some  
Educational  
Statistics  
School Build-  
ings in  
Winnipeg:

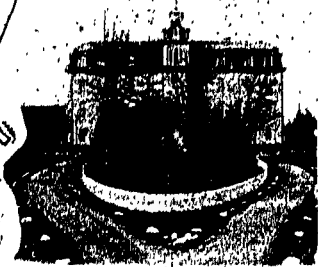
Value in '76, \$4,300,000;  
'00, \$1,977,000

Attendance:  
'71, 157,000;  
'78, 157,000

Current  
Expenditure:  
'71, \$730,000;  
'02, \$1,135,000

When to See  
Winnipeg

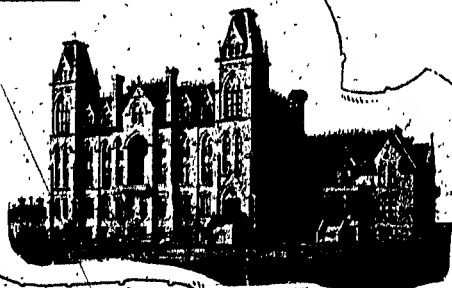




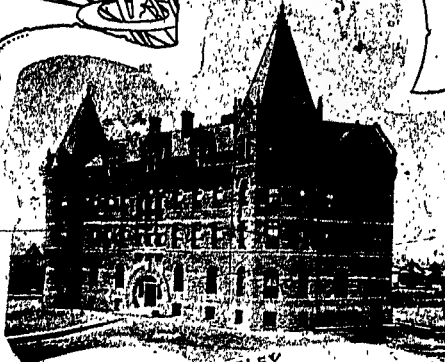
ST BONIFACE



UNIVERSITY OF MANITOBA



ST JOHN'S

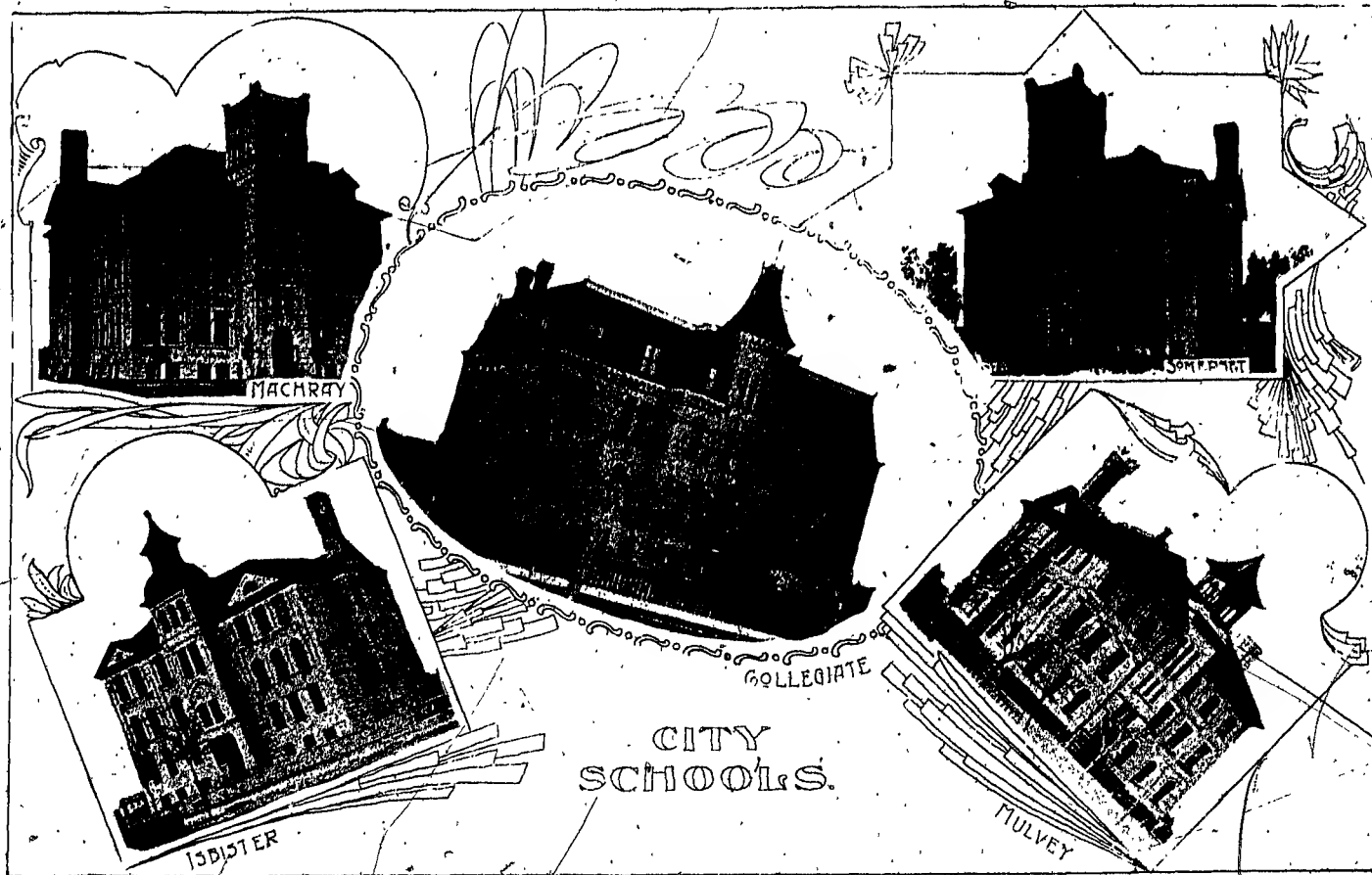


WESLEY

# CITY COLLEGES



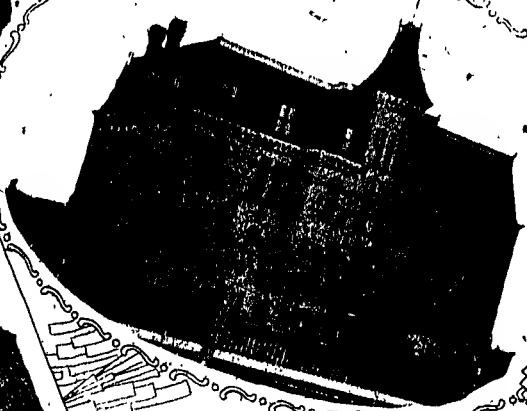
MANITOBA



MACHRAY



SOMERSET



COLLEGIATE



ISBISTER



MULVEY

# CITY SCHOOLS.

curl papers. Paris in a fog. Florence in a rainstorm would each fail to make a favorable impression, if so seen for the first time. In the same way Winnipeg should be seen, if it is desired to see it at its best, in Exhibition week. With a sky overhead that in its azure brilliance outrivals that of Italy, with its broad streets and its handsome buildings bathed in sunshine, with the boulevards a carpet of verdure, and the trees shading its residential streets giving grateful shade, with the wide undulating expanse of the prairie in which the city is set like a giant, dotted with farms and diapered with fields—it is then, in the month of July, that the stranger who desires to see the Metropolis of the Canadian West at its best, should come to form his impressions. For a week the whole city is *en fete*. Its hotels are crowded, but private hospitality adequately supplements the extraordinary demand for bed and board. Flags are fluttering everywhere. Every store or office has its bunting flying, and Winnipeg might well be called "The City of Banners."

Not only will the visitor see the city at its best, if he comes in July, but he will have the opportunity of seeing the third largest Fair to be seen on the American continent. To this proud position has the Winnipeg Industrial reached, after but ten years of existence, managed with admirable judgment and skill—the foremost citizens of Winnipeg freely give their services as directors—having its headquarters in the Capital City of the North West,

thereby securing facilities of transportation not obtainable elsewhere, backed up by the richest purely agricultural country in the world,—a country peopled with skilled and enterprising men, anxious to keep themselves in every way abreast of the march of modern improvement,—when

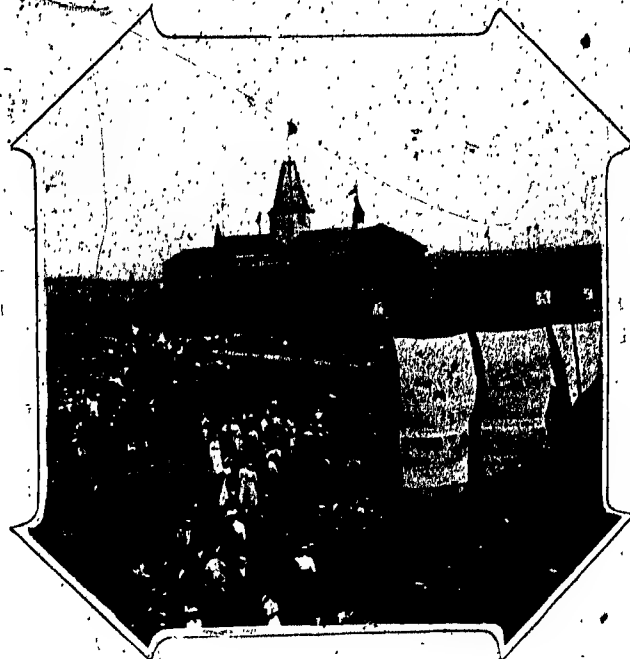


THE EXHIBITION—A SCENE OF BRIGHTNESS



MAIN STREET, WINNIPEG.

these things are taken into consideration, the progress of the Industrial, marvellous as it appears, is explainable. It is to the lasting credit of the Exhibition directors that they have seized on favoring circumstances, and wisely taken the tide at the flood that has led the institution to

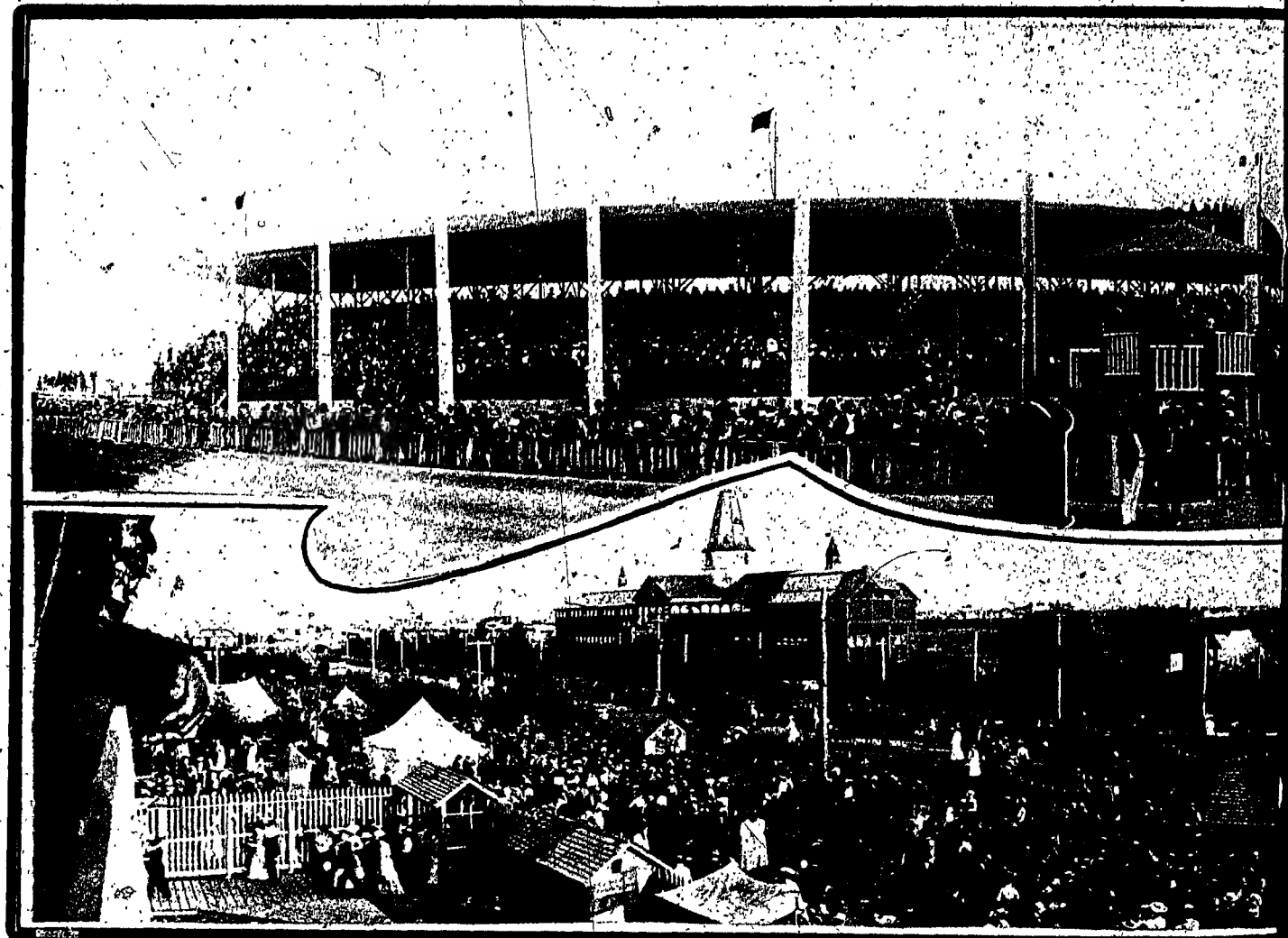


AN EXHIBITION VISTA.

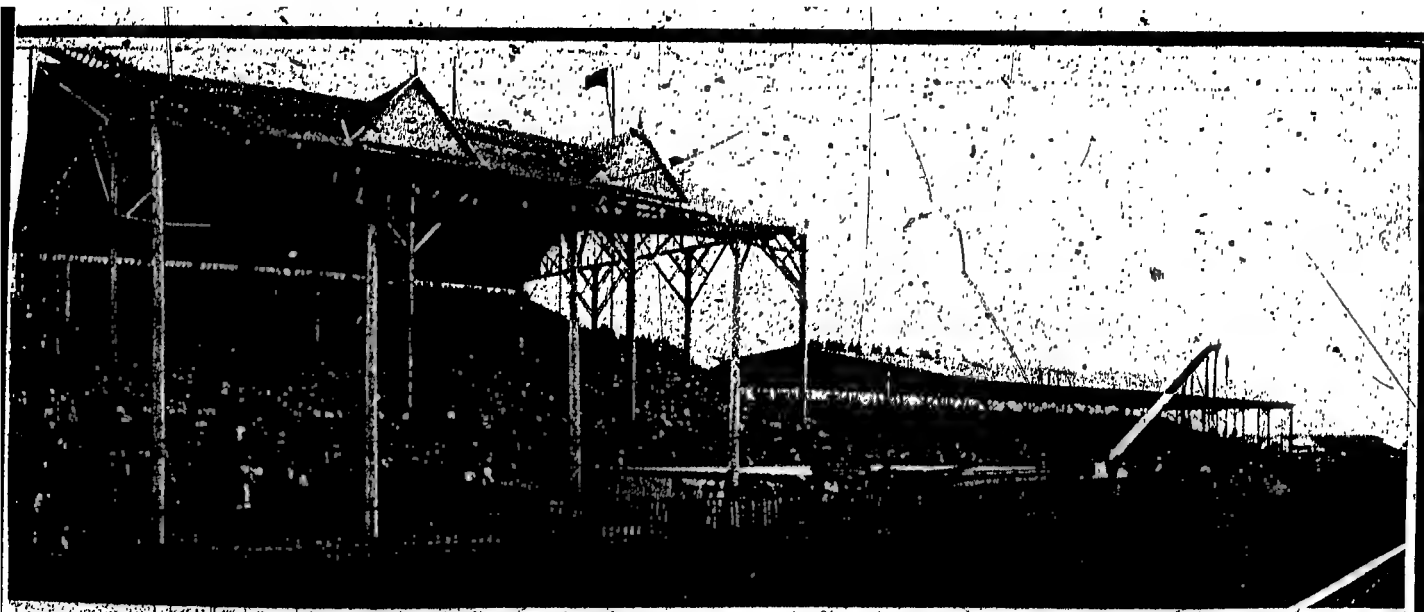
fortune and favor. Had men of narrow or limited views governed its destinies, the Industrial would not now be what it is—the epitome of all that is best in every line of agricultural and industrial effort throughout the Canadian West.

Ever since the first Great Exhibition in '51, which represented the topmost summit of human advancement at that time—the Exhibition which the Prince Consort moulded and fashioned, and which has served as a model for all succeeding enterprises—institutions such as these have been accounted milestones by which to mark the progress of the race. Taking one of them as our viewpoint, we turn our thoughts backward to the past, and reckoning the sum-total of human achievement, look forward to the future in the endeavor to read the riddle of further developments. In thus fulfilling its proper work, the Winnipeg Industrial has been one of the chief educational factors in the life of the people of the Canadian West. Its sphere of influence extends over one-fourth of a continent. Exhibits are received from the Mississippi to the Coppermine,—from the eastward to the westward oceans. The social features of the Exhibition are becoming each year more conducive to social advancement, for it gives to men who for months are shut up on their farms and only by reading and conversation can keep themselves in line with modern thought and progress, an opportunity of seeing the things of which they have read,

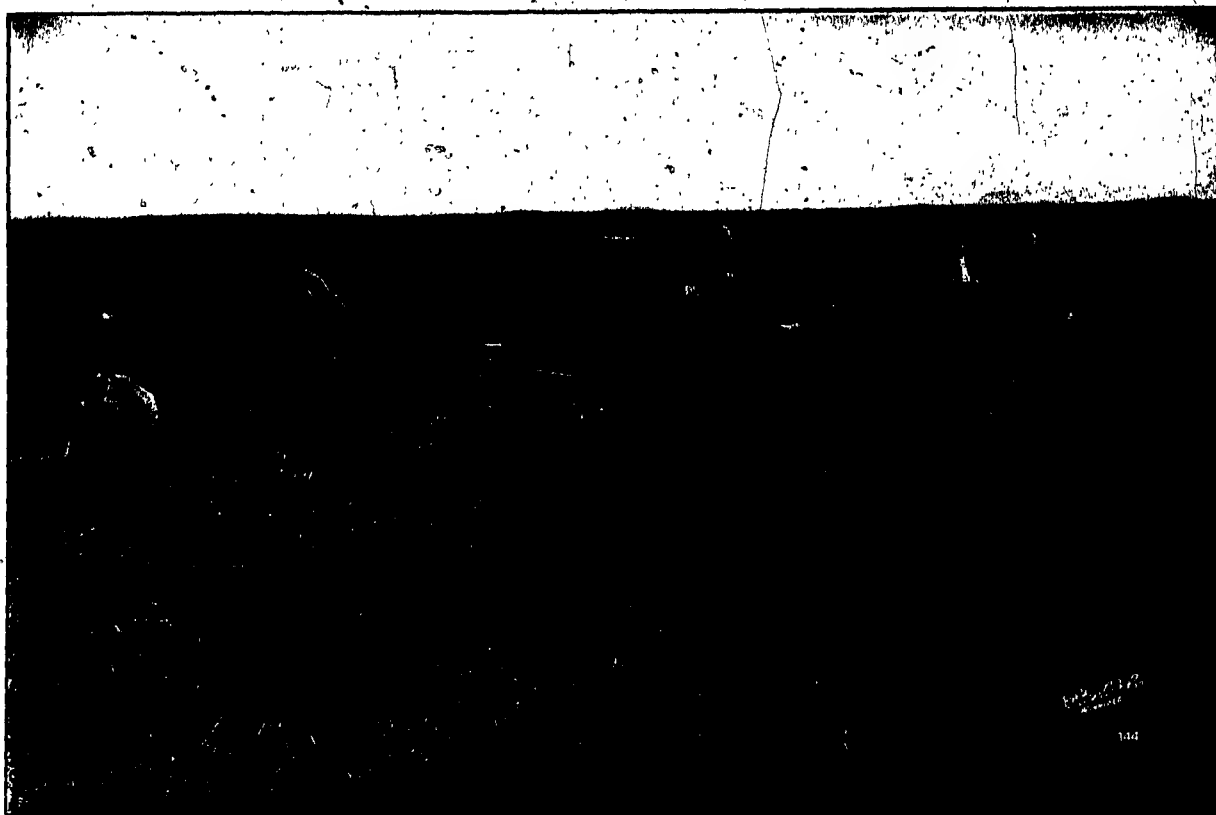
Looking Back-  
ward and  
Forward



PANORAMIC VIEW OF GRAND STAND AND



GROUNDS, WINNIPEG INDUSTRIAL EXHIBITION.



HARVESTING SCENE IN WESTERN CANADA, 1902.

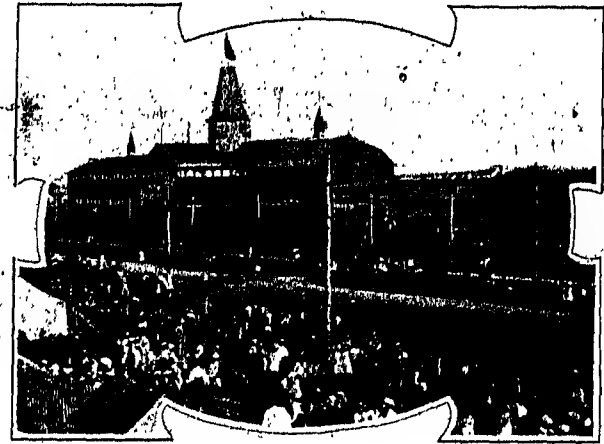


of meeting men of wider knowledge and diverse views, and thus, while "knowledge grows from more to more," there is also at work those large assimilating influences necessary to the true development of a young country with such a cosmopolitan population. To many thousand farmers in the great North West, Exhibition week forms the Red Letter Day of their year,—a time when healthy amusement and pleasure, the intense liking for which the Anglo-Saxon subordinates for fifty-one weeks,—can be enjoyed to the full.

In a country whose great need is men to make productive its great natural resources, the advertisement which the Exhibition affords is not by any means the least of the advantages it offers, or of its grounds for loyal support. No record of the facts can, by the very nature of the case, be ascertained with any certainty, but there is no doubt that there are to-day hundreds of settlers in Western Canada whose attention was first directed to the land of their adoption by the fame of the Winnipeg Industrial. The inauguration of "American Day" at the Fair was the starting out of one of the most potent immigration agents that ever worked for the Dominion.

But let us take the C. P. R. train, and speed away west for three-quarters of a mile to the Exhibition grounds. The train is crowded to the limit of its capacity by eager pleasure-seekers in holiday garb. With clang of bell and a short whirr-r-r, we pass another train return-

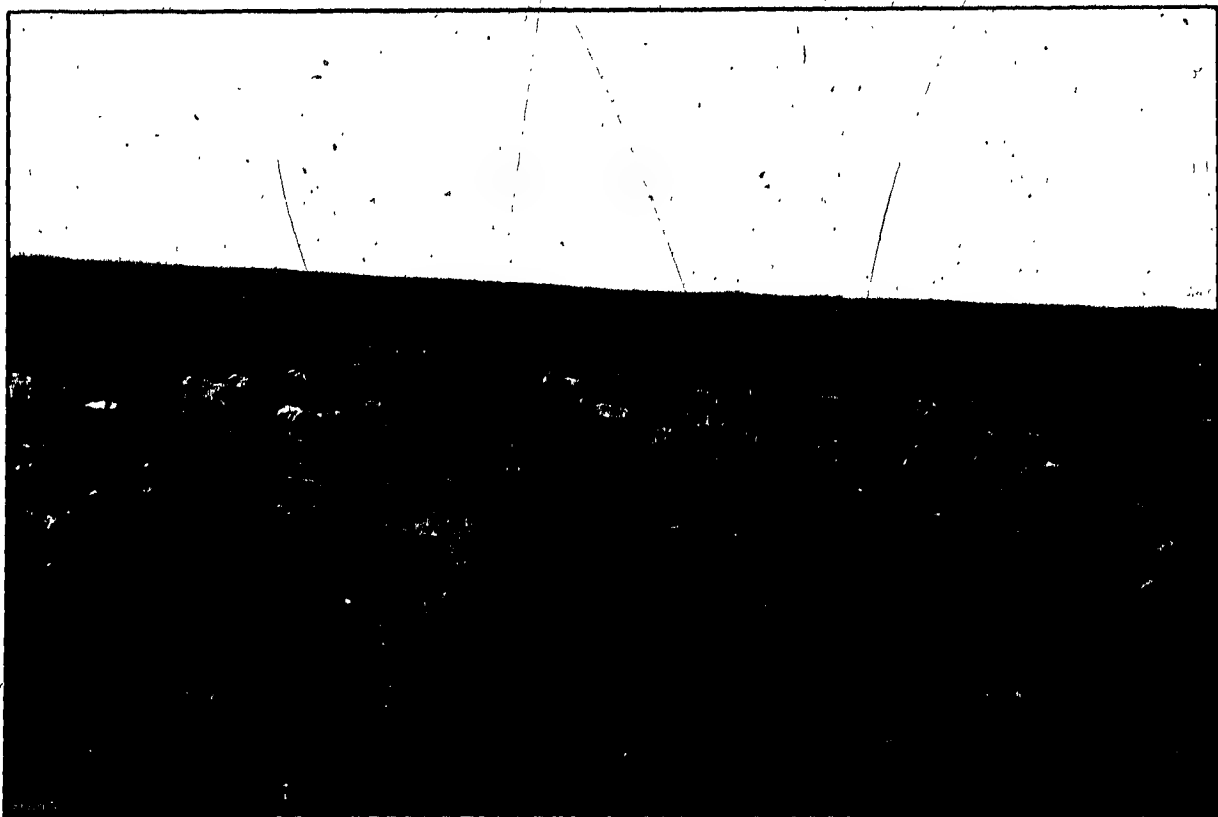
ing from the grounds to secure another contingent of sight-seers. Past long trains of box cars, by lofty elevators, and under overhead bridges; through the racket and clang and roar of the huge railway yards, and we dash



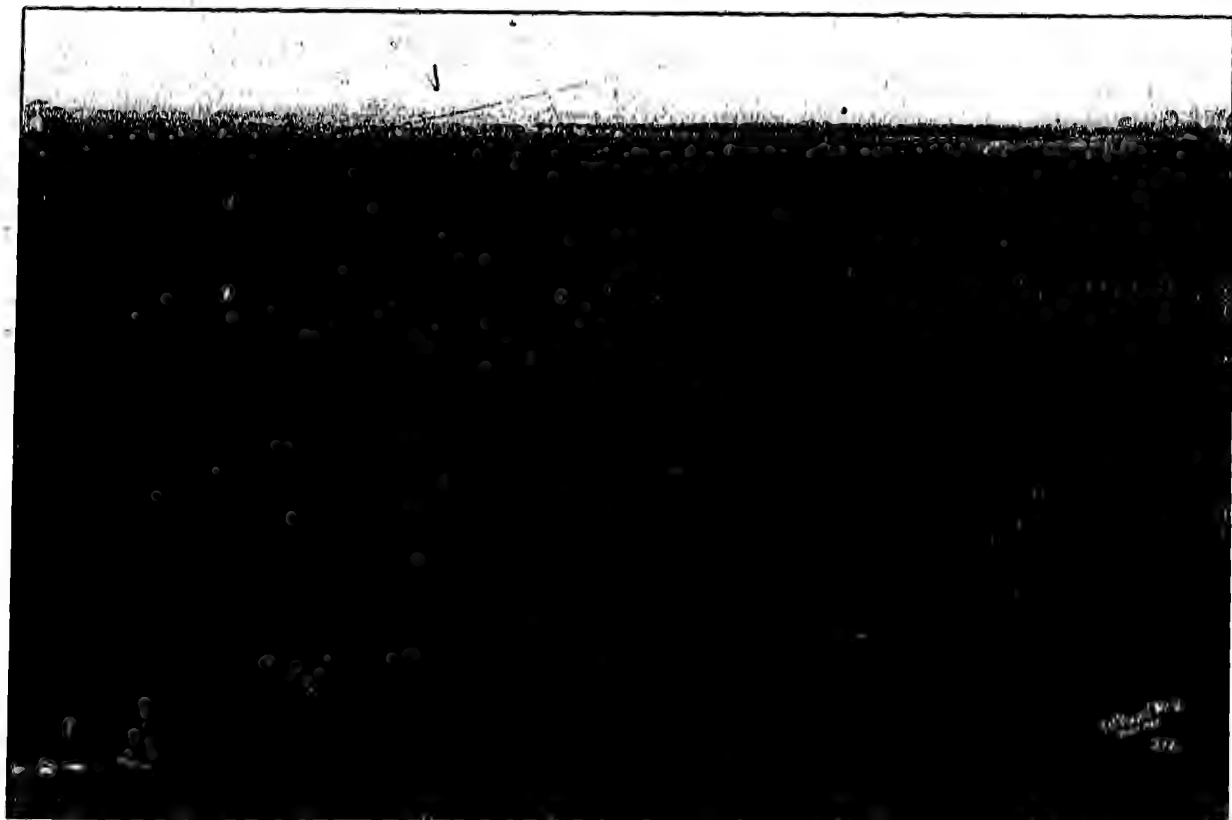
THE EXHIBITION—ANOTHER ASPECT.

up to the Exhibition platform, and in a moment are in a carnival of color, of movement, and of gaiety.

It takes a little time, as it does in all such bewildering scenes, for us to take in the details, but soon a few salient features stand out in plain relief. Towering over all, and



CATTLE RANCH IN WESTERN CANADA.



TYPICAL FARM SCENE IN WESTERN CANADA.

Showing No. 1 Hard Wheat in Stooks as far as the Eye Can See.

dominating every other building is the mammoth grand stand, the largest in Canada, capable of seating 12,000 people. In front of it is the race track, on which the finest thorough and standard bred horses of the Dominion contend for equine supremacy. Across the track from the grand stand is the attractions platform, fitted with every mechanical contrivance of a stage in a modern theatre. Over to the right rises the tower of the main building—which, in spite of repeated enlargements, is far too small for the exhibits that each year crowd it, and will shortly be replaced by a new and larger building. The beautiful building erected by the Dominion Government, of British Columbia timber, for the display of the products of that province, rises between the pretty building devoted to horticulture and the spotlessly white dairy. To right and left are the stables, where may be seen the finest cattle and horses to be found in Canada, and the commodious erections devoted to the exhibits of sheep and swine. Between and through these buildings streams a constant concourse of people, all intent on seeing everything that is to be seen, and enjoying themselves to the top of their bent. Tents and marquees, gay with bunting, dot the grounds everywhere. A roar from the throngs on the grand stand announces the exciting race and for a while drowns the raucous strains of the steam calliope, and the leather-lunged invitations of the men announcing the merits of the sideshows. It is a scene of brightness and

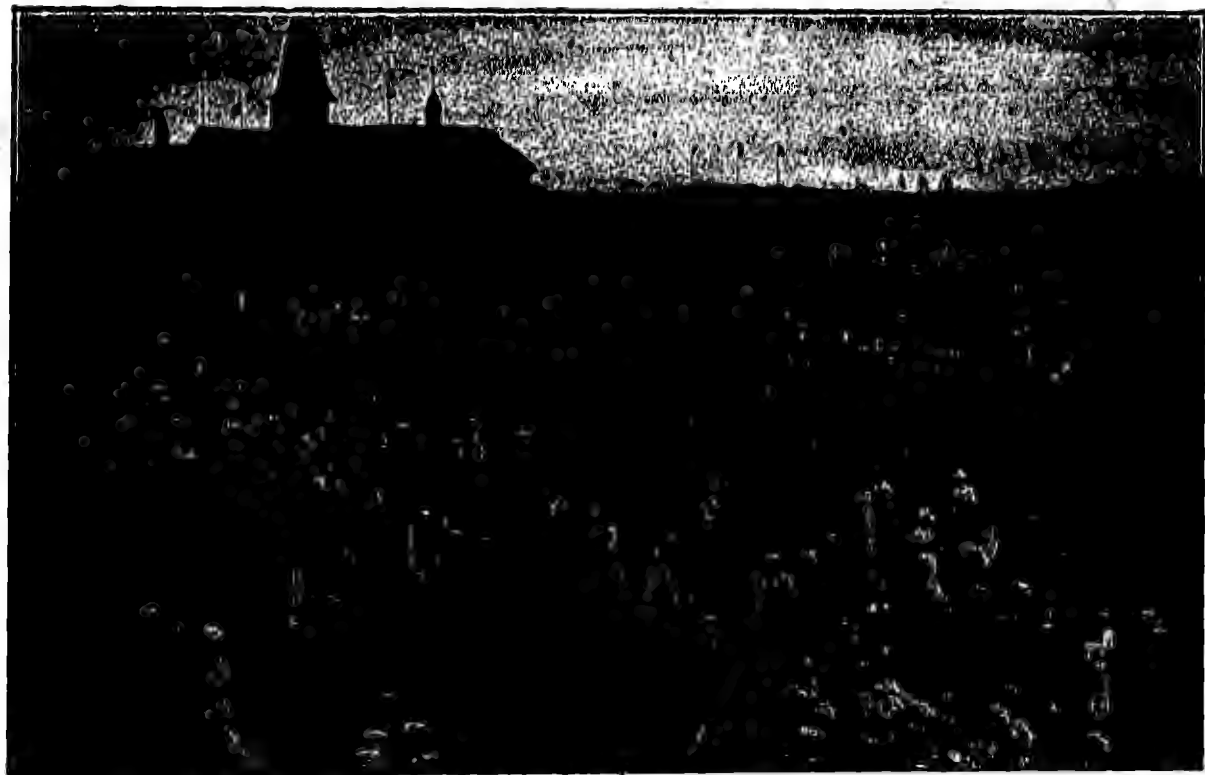
A SCENE OF  
BRIGHTNESS

of enthusiasm typical of the whole-souled energy of the Canadian West,—and is, moreover, the best possible tribute to the executive ability of the gentlemen who take time from other important business, for so extended a period, to properly direct its operations.

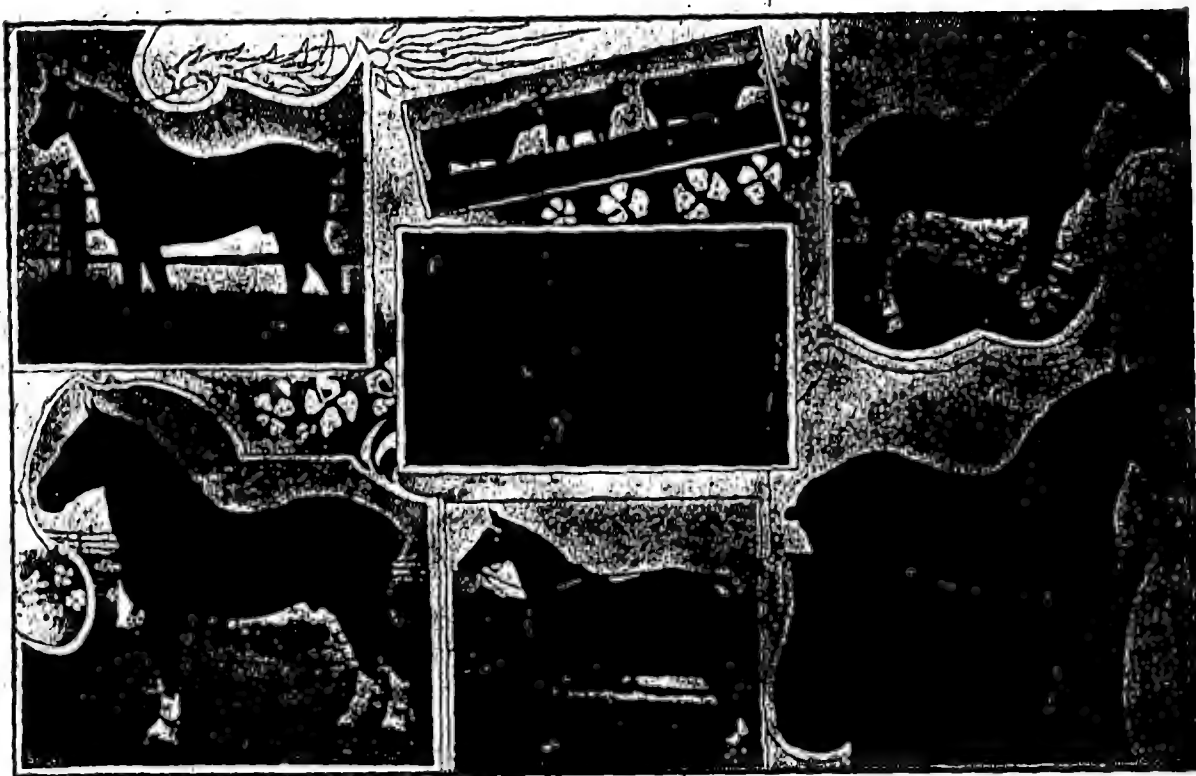
The growth of the Industrial is characteristic of the rapidity of Western development. Ten years ago it was non-existent: to-day it owns property valued at considerably over \$100,000. The few dollars spent on what were then called "attractions" pale into insignificance when compared with the \$13,000 which the magnificent entertainment—for which the most costly and novel items were secured from the amusement centres of the New and Old World—which was last year's attractions, till nearly \$16,000 was paid out in prizes, more than \$7,000 in improvements and about the same amount in advertising the resources of the North West. During the week of the Fair, more than 100,000 people passed through the turnstiles and the receipts from this source alone aggregated \$26,000.

The Industrial has had to compete against itself,—one of the most trying and difficult situations in which any person or any institution could be placed. Its long record of unexampled successes have each year set a pace more difficult for its directors to follow, and no higher praise can be given its management than that they have acquitted themselves well of their task. They have shown that,

The  
Industrial's  
Popularity



CARRIAGE DRIVE AND ENTRANCE TO GRAND STAND, WINNIPEG INDUSTRIAL EXHIBITION

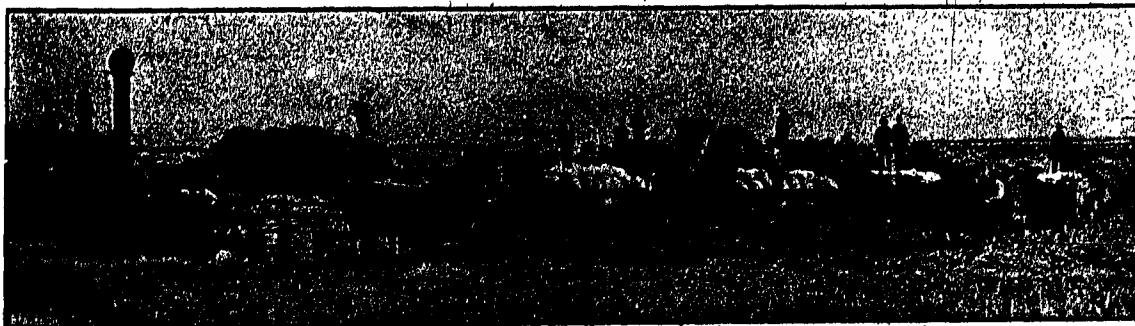


PRIZE STOCK AT WINNIPEG INDUSTRIAL EXHIBITION.

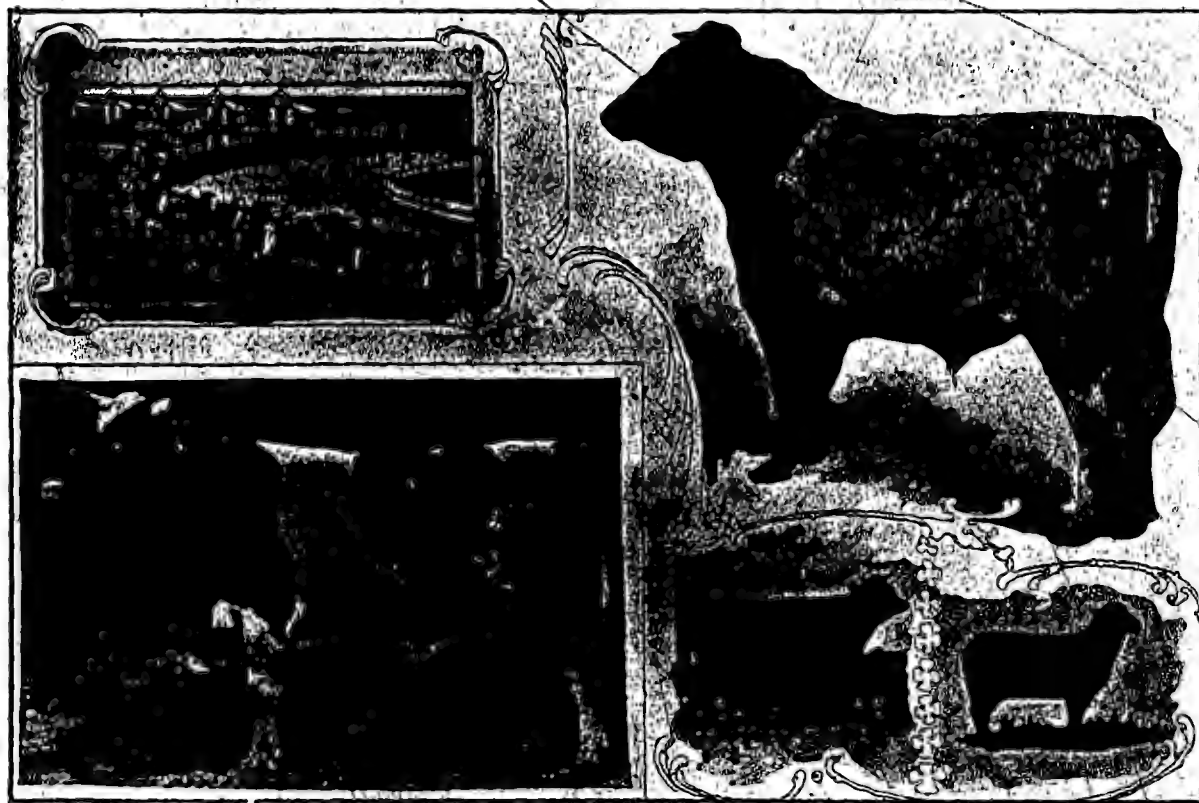
backed up by the solid support of the West, it is possible to give a dollar for fifty cents. From Civic to Provincial, the scope of the Industrial has become Inter-Provincial, almost Dominion. It has been a potent educator in the breeding of pure-bred stock, it has illustrated the most approved methods of field culture, it has served as a focusing point for many societies whose work is along similar

or cognate lines, it has become the great social rendezvous of the West, and a caterer of all kinds of health and clean sport. With such aims for the future, and such a record for the past, with the continued loyal support of those it has served so well, the future of the Winnipeg Industrial is assured.

The  
Industrial's  
Bright-Out-  
look



THRESHING FROM THE STACK—CROP OF 1901.

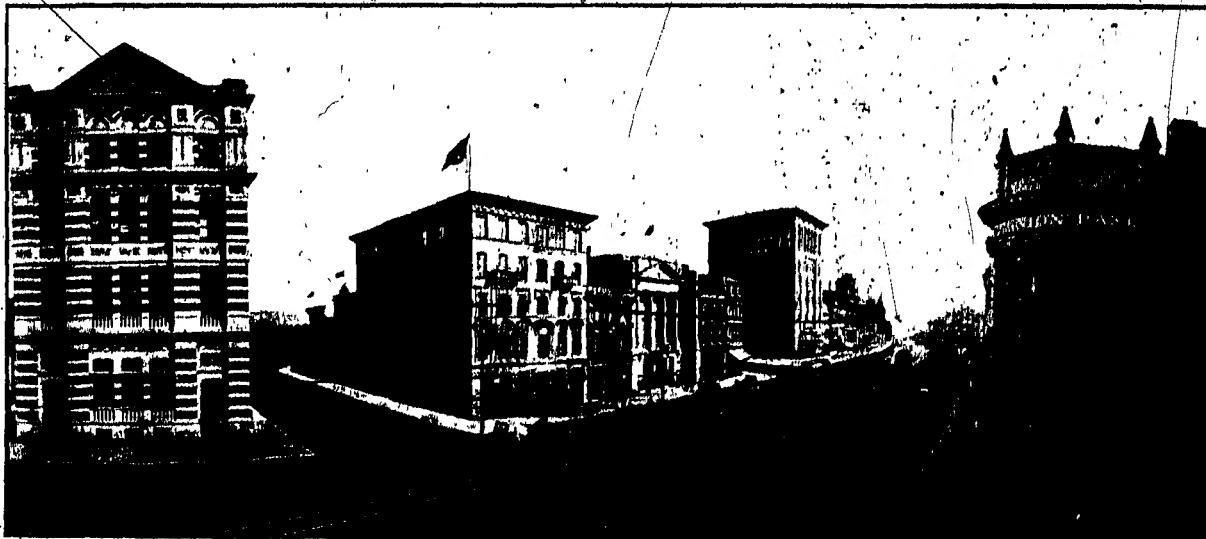


PRIZE STOCK AT WINNIPEG INDUSTRIAL EXHIBITION.





STOCK PARADE AT WINNIPEG INDUSTRIAL EXHIBITION.



VIEW OF MAIN STREET, WINNIPEG, LOOKING SOUTH.



# 1000 HOURS WEST

